

# The Hongkong Telegraph

(ESTABLISHED 1881.)

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August 15, 1914 Temperature 6 a.m. 78° p.m. 84° Humidity 91° 83°

August 14, 1914. Temperature 6 a.m. 80° 2 p.m. 90° Humidity 90° 61°

FRIDAY, AUGUST 14, 1914.

五十年 號四十月八英

SINGLE COPY 10 CENTS 638 PER ANNUM.

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號拾二月六年寅甲

## THE WAR.

### BELGIANS HOLDING THEIR OWN.

#### GERMAN CRUISERS CHASED IN THE ATLANTIC.

[Reuter's Service To "The Telegraph."]

Aug. 13, 4.55 a.m.

A Belgian announcement says that, after retreating on August 11, the Germans resumed their advance yesterday.

The Belgians fought their first engagement in the open north-west of Hasselt, successfully holding their own. Ten thousand men participated in the fight.

The Germans are constructing siege batteries north of Liege. Hasselt is the chief town in Belgian Limburg, 18 miles N.W. of Maastricht.

Montenegrins Bombard Cattaro.

London, Aug. 13, 4.55 a.m.

The Montenegrins are bombarding Cattaro. [Cattaro is a strongly fortified Austrian port on the coast of Dalmatia, of 5,500 inhabitants.]

French Losses in Alsace Denied.

Aug. 13, 2.40 a.m.

Reuter states that the reports of enormous (French) losses in Alsace are denied in Paris, where it is officially stated that the French hold Upper Alsace with considerable forces. It is officially declared that Alsace is now cleared of the enemy.

German Cruisers Hunted in the Atlantic.

Aug. 13, 2.40 a.m.

British, in addition to French, cruisers are in the Atlantic hunting five German cruisers.

Trade Routes: British Admiralty's Confidence.

Aug. 13, 2.40 a.m.

The British Admiralty is confident of its ability to keep the world's trade routes open.

Liege Bombardment Resumed.

Aug. 13, 2.40 a.m.

It is stated in Brussels that the Germans have resumed the bombardment of the Liege forts, which are replying vigorously. German attempts to cross the river Meuse have been considerably hampered by the fire of the forts.

Germans Repulsed by Russians.

Aug. 13, 2.40 a.m.

The Russians have repulsed a German attempt to recapture Eydkuhnen. [Eydkuhnen is a railway town on the East Prussian border and a big centre for the transportation of Russian goods.]

Deadlock on Money Market Relieved.

Aug. 13, 2.40 a.m.

Mr. Lloyd George has completed arrangements with the Bank of England for terminating the deadlock on the money market. The Government agrees to guarantee the Bank any losses it may have sustained through discounting Bills of Exchange accepted prior to August 4.

Reuter's Announcement of War with Austria.

Aug. 12, 11.35 p.m.

It is officially announced that a state of war exists between Great Britain and Austria from midnight.

## FLYING.

### Third Dimension in Naval Warfare.

Sea warfare, ever since its inception, has been conducted on a basis of two dimensions. The antagonists opposed each other on a common surface embracing the two dimensions of length and breadth in relation to their movements. Neither side could obtain any advantage by occupying a position of higher altitude in land warfare; all combatants were compelled to fight on the same level. The importance of the surface in the case of adoption of the centre-line diversions cannot be denied. The position of guns in battleships and the arrangements of land and sea are peculiar to each series of broadside fighting. This, in hostile operations. In the present conjunction with modern systems of warfare, the fighting maintenance of a constant length

ships, acting against each other on a two-dimensional basis, are themselves creations moving in counterpoise between two media—one medium being the sea and the other the air. They depend for this counterpoise on the two opposing forces of gravity and buoyancy. Destroy that counterpoise and the ship descends and on a common surface embracing the two dimensions of length and breadth in relation to their movements. Neither side could obtain any advantage by occupying a position of higher altitude in land warfare; all combatants were compelled to fight on the same level. The importance of the surface in the case of adoption of the centre-line diversions cannot be denied. The position of guns in battleships and the arrangements of land and sea are peculiar to each series of broadside fighting. This, in hostile operations. In the present conjunction with modern systems of warfare, the fighting maintenance of a constant length

## DUTCH STEAMER HELD UP.

### STOPPED BY GERMAN CRUISER.

#### An Apology Follows.

[From Our Own Correspondent.]

Singapore, Aug. 13, 1.20 p.m.

The German cruiser Geier held up the Dutch steamer Houtman in the Straits of Macassar.

Two officers from the cruiser boarded the boat and examined the ship's papers. They then apologised and withdrew. This information is official.

or range between the two fleets moving on parallel or concentric courses.

In all previous maritime warfare, the opponents could only vary their relative positions by either drawing nearer to or going away from one another. The new Third Dimensional agents can vary their positions by going above or below each other in their own media and also going above or below surface-fighting ships. In the past, warfare has always assumed the visible presence in battle of any enemy to be attacked. The submarine has nullified this assumption and its invisibility confers the right of invulnerability upon it. The seaplane is however visible, but its small size, mobility, and rapidity of movement render the determination of its actual position and future progress very difficult for the purpose of attacking it, so that it is, to a certain extent, invulnerable. In the past, surface-fighting ships directed their attack against each other rather in a horizontal manner.

Vertical methods are needed to deal with the new conditions of naval air-craft. Howitzer and mortar fire have been used in the past, of course, but principally against land defences. Since the conclusion of the Russo-Japanese War, Russian warships have had the upper portions of the barbettes ports composed of large armoured hinged flaps which, together with special elevating gear, permit of high-angle fire by big guns. But this need not be regarded as a direct result of aerial-attack since, in 1903, Messrs. Vickers incorporated these methods in the Russian cruiser Rurik. It is rather the outcome of the high angle bombardment over Liaotshan of the impotent Russian Fleet immured within Port Arthur during low tides.

Neither dirigible, seaplane nor submarine represent a perfect fighting-machine, nor perhaps ever will. Like all warships, they must adjust their elements to certain selected objectives. In the past war craft have always existed as complementary to each other in a hierarchy of sea power. The same may apply to the Third Dimensional types. Even in their present immature state, they have exerted a considerable influence on land and sea warfare—how great the change will be in the future cannot be foretold. By retrospection across a decade, one will appreciate the total sum of the gradual differences effected by the introduction of a new dimension into maritime hostilities. (The Navy)

Neither the submarine nor the ships attacked by the submarine can see each other continuously. The seaplane can see both, and were the means developed, it might assist either side in delivering or repelling an attack.

The possibilities of conjoint warfare between Third Dimensional craft against surface ships were recently discussed by Mr. Jane in the "London Magazine". Were it possible to establish direct communication between the seaplane and submarine by wireless methods, the latter's defect of vision might be remedied by the guiding information of the aerial craft. Perhaps it has already been accomplished, but such a combination of forces would radically change the whole system of naval warfare. Even at present, one can conceive the possibility of aeroplanes acting as "spotters" and range finders between fleets invisible to one another. The difficulty lies in the disparity of speed between the aero-craft and the submarines. To remain aloft, the flying-boat must maintain a speed about four times that of the submarine—can the naval hare and tortoise run together in harness?

As Mr. Jane has pointed out, the big dirigible can however adjust its speed down to that of the submarine and is therefore more fitted for joint operations with sub-aqueous craft, since it does not depend on a relatively high speed for sustentation in one medium. But the dirigible is a creation designed for one medium alone and no dirigible yet constructed can survive the loss of its lifting power without destruction. It cannot revert to the surface and become a two dimensional vessel like the seaplane. Its mobility is poor and its construction renders it a vast and most vulnerable target.

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## AMERICAN NEWS.

### Warning of Flood.

San Francisco, July 8.—The entire Imperial valley in southern California is threatened by flood waters of the Colorado River, according to a statement made to-day by President William Spruille of the Southern Pacific Company, who has recently returned from the district.

"Conditions are more threatening now, and will be more so if not attended to," he said. "If there is any temporizing with the difficulty, an expenditure of \$1,500,000 will have to be made."

Mr. Spruille declared the Southern Pacific could not afford to spend any more money to control the Colorado River. He urged a united appeal to the Government for relief.

Plague Rat Survey Enlarged. New Orleans, July 8.—Dr. William O. Becker, assistant surgeon-general of the Public Health Service, to-day opened headquarters here preparatory to conducting an active campaign for the eradication of bubonic plague.

An effort was being made to-day to trace the movements prior to July 2 of John Jackson, the nine-year-old negro boy who died from plague on that day.

Albany bacteriologists said that Jackson's death was due to plague, health authorities declared to-day that the situation was not alarming, and that they soon expected to thoroughly stamp out the contagion. The rat survey will be enlarged so as to include all territory within the corporate limits.

East Liverpool, O., July 8.—Dr. W. E. Obetz, of the Ohio Board of Health, put in force to-day plans for a State-wide destruction of rats, because of the bubonic-plague situation at New Orleans. By his direction Mayor Jacob Schreiber set aside Friday and Saturday next as rat extermination days. Dr. Obetz also suggested that the authorities take steps to prevent down-river boats from tying up at the wharf, and that all merchandise received by water be inspected.

Mobile, Ala., July 8.—Dr. W. H. Rowman, chief sanitary inspector of Mississippi, passed through here to-day on his way to coast towns where he will conduct a campaign against rats.

Spanish War Veterans Meet. Subsequently, N., July 8.—About 2,000 delegates and visitors are here to attend the eleventh annual encampment of the Department of New York Spanish War Veterans and the Women's Auxiliary. The opening session was held to-day at the State army.

Mayor Schoolcraft delivered an address of welcome. The encampment will close on Wednesday.

Exempted by President's Order. Washington, July 6.—By executive order, President Wilson to-day exempted from civil service examinations the fourteen commercial attaches authorized by the new Legislative, Executive, and Judicial Appropriation bill. They are to be attached to embassies and legations in South America and Europe for investigation and acceleration of American trade abroad. Congress after a long fight put them under the civil service rules against the recommendations of the Administration.

\$100,000,000 For Libraries. St. Paul, July 6.—Andrew Carnegie may contribute \$100,000,000 to build libraries in country districts according to an intimation of Mr. Philander P. Claxton, United States Commissioner of Education, today at the convention of the National Education Association. Mr. Claxton said that he had talked the matter over with Mr. Carnegie, and although he has not the authority to say Mr. Carnegie will donate the sum desired, the matter was well received by him.

## MANCHESTER GOODS.

Messrs. James F. Hutton and Co., Ltd., report (July 17) as follows:—Liverpool Cotton: Mid-American Spot, 16th inst., 7.39d.; last week 7.36d. Ditto current month, 16th inst., 7.14d.; last week 7.08d. F.G.P. Egyptian, spot, 16th inst., 9.10d.; last week 9.10d. New York Cotton: Spot, 15th inst., 6.13 25, last week 6.13.25. Cotton figures from Aug. 31 last to 10th inst.:—Liverpool Stock (all kinds of cotton): 914,900 bales this year, 895,570 bales last year; visible supply (all kinds of cotton): 3,344,000 bales this year; 2,851,000 bales last year. The prices for Mid-American Current Month during the week have been:—July 10, 7.06d.; 11th, 7.12d.; 13th, 7.22d.; 14th, 7.18d.; 15th, 7.20d.; and 16th, at noon, 7.14d. Spot Mid-American being quoted:—July 10, 7.33d.; 11th, 7.30d.; 12th, 7.47d.; 14th, 7.50d.; 15th, 7.44d.; and 16th, 7.29. In no direction is there much change to report from the past few weeks. In the piece goods section of the market, business is about as dull and unsatisfactory as it could be. The better outlook in China does not materialise, and not much business is doing. Only low prices are being obtained for stocks at the ports, and, further, the rate of exchange now ruling is handicapping matters as well. There are inquiries from China, but not much is actually brought to book. It is satisfactory to note that the auctions in Shanghai have been resumed this week.

"Mr. Carnegie was extremely interested in the proposal," said Mr. Claxton, "and asked just how large a sum would be necessary to carry out the project."

The library question came up at a meeting of state Superintendents, at which Mr. Claxton presided. The Commissioner advocated the system of central country libraries with several branches from each. He is confident such a gift from Mr. Carnegie would enable the carrying out of the plan.

Difficulties of Democratic Leaders in Effort for Action on Trust Bills. Washington, July 6.—When the Senate resumed consideration of anti-trust legislation to-day, Democratic leaders prepared to make a determined effort to maintain a quorum to do business. The Trade Commission bill is the unfinished business before the Senate. Considerable difficulty has been experienced by Senator Lewis, the Democratic "whip," in keeping a quorum in the chamber, despite the fact that the action of the Democratic conference last week bound the majority of Senators to stay in Washington until the Administration's anti-trust programme is disposed of. Repeated roll-calls have been necessary.

In order to expedite action on Trust and other pending legislation, the leader of the majority, Senator Kern, is expected to ask that night sessions be held during the week. Belief is entertained that this would result in reaching a vote on the Trade Commission bill before the close of the week.

Unsuccessful efforts already have been made to fix a time for a vote. If no unexpected hitch occurs, some of the leaders cling to the hope that the adjournment may be taken before September 1. Indications to-day are that the adjournment may be delayed by Republican opposition to the River and Harbour bill led by Senators Birch, Barton, and Kenyon. They promise to make a determined effort to prevent its passage. The object of the bill, because it carries about \$10,000,000 more than the House bill, and declares that it also authorizes the expenditure in future years of more than \$43,000,000 in addition.

WEATHER FORECAST  
RAIN  
Barometer 29.64

## TELEGRAMS.

### NEWS FOR BUSY MEN.

#### CONDENSED.

Montenegrin forces are bombarding Cattaro.

The Germans are constructing siege batteries to the north of Liege.

Reports of enormous French losses in Alsace are denied in Paris.

It is declared by the French that Alsace is now cleared of the enemy.

British and French cruisers are reported to be in the Atlantic hunting five German cruisers.

The Admiralty is confident of its ability to keep the trade routes open.

The Germans have resumed the bombardment of the Liege forts, which vigorously replied.

The Russians have repulsed the Germans in the latter's attempt to recapture Eydkuhnen.

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The British Government agrees to guarantee the Bank of England for any losses in discounting bills of exchange accepted prior to the 4th inst.

## NEWS.

Commercial news appears on page 9 to-day.

The collision case was resumed in the Supreme Court to-day.

"Our Contemporaries" appears on page 2 and log book on page 6.

General news and an article on the British Fleet will be found on page 3.

An interesting article on flying in relation to naval warfare appears to-day.

A translation of an article by Lieut.-Col. Bonassot, the great French military authority, on the possibilities of a general European conflict, appears on page 4.

## DON'T FORGET.

### TO-DAY.

Bijou Theatre 9.15 p.m.  
Victoria Theatre 9.15 p.m.

### TO-MORROW.

Bijou Theatre 9.15 p.m.  
Victoria Theatre 9.15 p.m.

Monday, August 17.

Messrs. Mackintosh's Summer Sale.

Saturday, August 22.

H.K. and Shanghai Banking Corporation, Shareholders' Meeting, City Hall, noon.

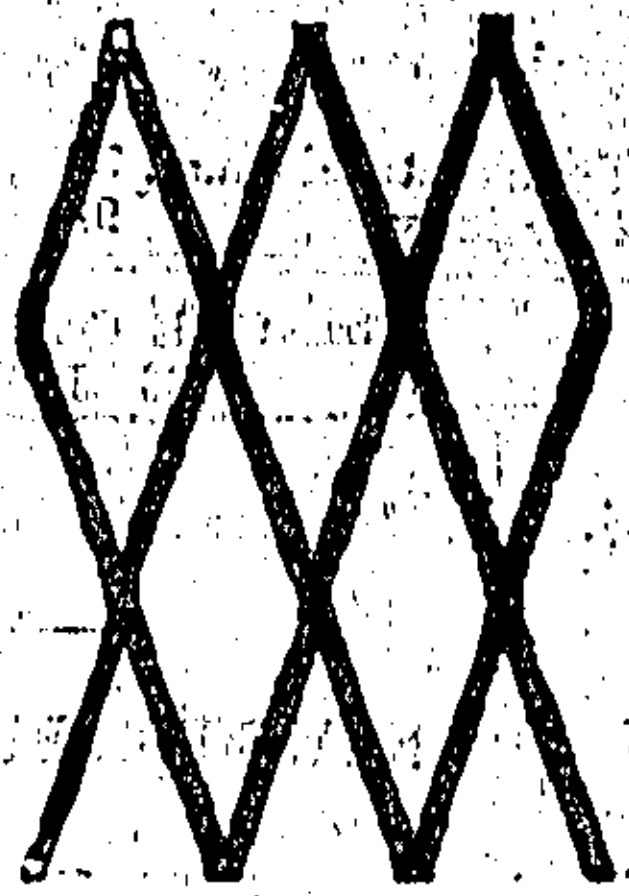


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New Scheme for Children's Early Endowment:-

Principal features: Small Premium, Liberal Surrender Value, No Medical Examination, Return of Premium in the Event of Death and Numerous Options at the Age of 25.  
Write for Pamphlet and Full Particulars to  
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## ASTHMA CAN Be Cured.

THEN why be half suffocated, and sit up all night coughing and gasping for breath when a SINGLE dose of  
**NOBBS' ASTHMA CURE**

will give you certain, prompt relief and ensure a good night's rest? This, the only genuine cure for Asthma, discovered by Mr. NOBBS, a qualified Chemist, and a sufferer for many years, will, if taken when necessary, effect a radical cure of this erstwhile incurable malady.

Obtainable at Messrs. A. S. WATSON & Co., Ltd. and all Chemists and Patent Medicine Vendors.

Price \$2.50 per bottle.

## GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT

In Casks of 375 lbs. net.  
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SHEWAN, TOMES &amp; CO.

General Managers.

Hongkong, 16th August, 1910

OBTAINABLE EVERYWHERE

SOLE AGENTS

MITSUI BUSSAN KAISHA.

Hongkong, June 11th, 1913.

## LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of training Europeans to pass in the Chinese examination, and is also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to 37 Hollywood Road, 1st floor.

Hongkong, 29th Jan., 1912.

## WING KEE &amp; CO.

47-49, Connaught Rd.

SHIP CHANDLERS

PROVISION &amp; COAL

MERCHANTS

Hongkong, 3rd October, 1913.

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WHOLESALE buying agencies undertaken for all British and Continental goods, including—

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Boots, Shoes and Leather.  
Chemicals and Druggists' Sundries.

China, Earthenware and Glassware.

Cycles, Motor Cars and Accessories.

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Fancy Goods and Perfumery.

Hardware, Machinery and Metals.

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DENTAL Surgeon  
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## HOTELS.

## THE HONGKONG HOTEL AND GRILL ROOM.

Hongkong, July 14, 1914.

J. H. TAGGART, Manager.

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REAL COLD ICED DRINKS.

THE GRAND HOTEL ORCHESTRA WILL PLAY SELECTIONS  
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Hongkong, 18th July, 1913.

## NOTICES

## OUR CONTEMPORARIES.

South China Morning Post.

If in the present war Great Britain has utilised a very valuable lesson taught by Japan in the censorship of news, it might also take another lesson from China this time, in the suppression of rumour mongers. During the revolution in China the authorities spared no effort in ferreting out and severely punishing those whom they deemed guilty of "disturbing the minds of the people." During the past week Hongkong has been a happy hunting ground for the scoundrel. The absence of news of the doings of the British land and sea forces has made the business of rumour manufacture and circulation comparatively easy and there is reason to believe that, in consequence of "stories" that have been assiduously spread and that have grown in the telling, many of the Chinese have left the colony in the belief that the place is not safe. How or where the rumours originate is not known but steps might be taken to find out and an example made of the first individual caught in the act of repeating as "gospel truth" any unfounded story which is calculated to create alarm in the public mind.

Daily Press.

The War.

The announcement made on the authority of the Official Press Bureau in London that with the German cruisers Goeben and Breslau interned in the Dardanelles, the safety of trade is altogether assured is eminently satisfactory. Later news, however, shows the position with regard to these cruisers to be not quite so satisfactory as the original message represented; for while it is confirmed that the Goeben and the Breslau have entered the Dardanelles they are ignoring the neutrality of Turkey as well as the rule of War that a warship of the belligerent Powers seeking refuge in a neutral port shall dismantle her guns and remain interned till the end of the War. The Dardanelles are supposed to be strongly fortified by Turkey, whose duty it is to insist on the observance of the rules of War by these German cruisers, and her failure to do so must be regarded as amounting to an act of hostility towards Great Britain, France and Russia. We may therefore soon expect to learn that Russia has sent a squadron of her Black Sea fleet into the Dardanelles to meet these two German ships. With the great German fleet bottled up in the Baltic Sea and the German China Squadron apparently confined by the British Squadron to the harbour of Tsingtau, British and French mercantile shipping is as safe as that of any of the neutral Powers.

China Mail.

Submarine V. Battleships. Professor Sir John H. Biles, LL.D., D.Sc., in *Engineering*, says that it is generally assumed that if the submarine could get within striking distance, the battleship must be destroyed. The advent of the spar torpedo and that of the almost invisible small torpedo-boat was heralded in the same terms. Some have lived to learn the limitations of these cheap methods of destruction, and before too rapidly breaking up our battleships and building no more of them, it may be well to consider what, if any, defence can be given to these poor helpless ships. We are told that the Navy exists to keep the command of the sea, and that command of the sea is necessary for its freedom. To keep the command of the sea is, some say, necessary to discover and destroy the enemy's forces. Battleships, cruisers, destroyers, submarines, must all be caught and destroyed, or captured, and, equally, all must be capable of resisting destruction or capture. In the two dimensions represented by the surface of the sea, with equal powers of vision, getting within destroying distance is a question of speed and destruction is a matter of superiority of attack over the defence.

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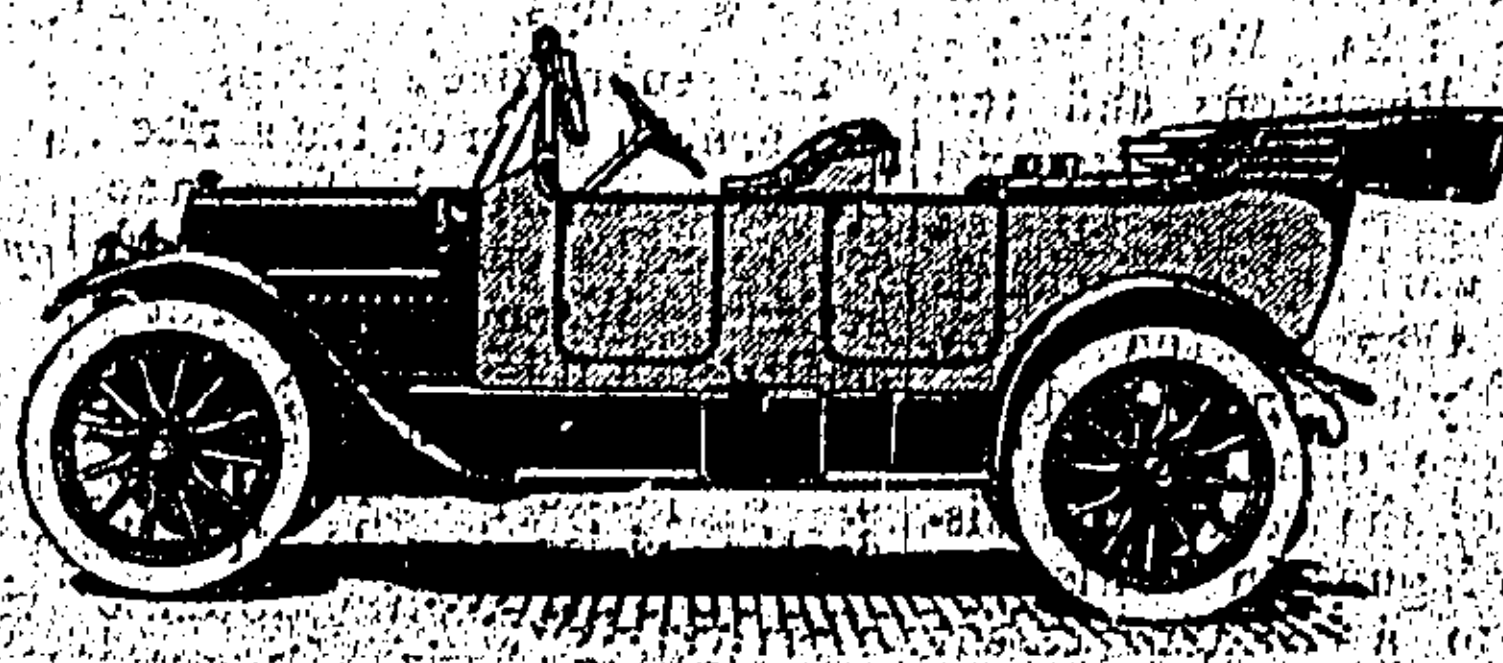
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## The Hongkong Telegraph.

HONGKONG, FRIDAY, AUGUST 14, 1914.

## AUSTRIA AND GREAT BRITAIN.

A few weeks ago, the statement that war had broken out between Austria and the British Empire would have staggered Europe. To-day one receives it, if not with apathy, at least without any wild excitement or inordinate surprise, for the already-opened hostilities with Germany have swamped everything else. Though a formal declaration has been delayed till now, a state of war with Austria was virtually so far implied as to render further formalities needless; even though the feeling between the two countries was rather one of suspicion than of enmity.

When the next generation comes to read the history of this section of the year 1914 it may not unreasonably ask why England went to war with Austria at all. Certainly the Britisher and the Austrian have no specific quarrel; for that matter, relations have always been of the friendliest between the two, and the great majority of men in both countries will assuredly deplore the fact that treaty obligations have drawn the aged Emperor into what must necessarily be a distasteful to him. It is of little profit, at this late date, to say that Austria, like Germany, has brought trouble upon herself. Of course no one will deny, for a second, that the Austrians had full right to demand satisfaction for the dastardly murder of their Archduke and Archduchess; or that they were justified in protesting very decidedly against Serbia's practice of deliberately fostering the spirit of hatred and rebellion among the people. But against that, anti-Austrians may well urge that the Note of July 23-24, was needlessly menacing and only calculated to make bad worse.

As to the practical effects of the new declaration, these are scarcely likely to be of a very alarming nature, seeing how extremely improbable it is that Italy will join hands with Austria. Assuming that she does not, one is justified in thinking of Austria as only a land power, and a land power that can hardly affect Britain, seeing that all her time and energy may be required to keep off attacks by Serbia in the South and Russia in the North and East. To judge by the wars from home, and the very significant list of successes—even if minor ones—of the French and Belgians, the war should be as nearly as possible at an end before Austria and Great Britain can do much in the direction of coming to blows. Meanwhile one can only regret that a shrewd and long-headed people like the Austrians should have allowed themselves to be "bluffed" by Germany into a needless extension of hostilities.

## Britain Confident.

Those wet blankets who persist in the absence of definite news in looking on the dark side of things at home, may surely comfort their souls with the telegram received last night which states that the Admiralty is confident of its ability to keep the trade routes open. England has been top-dog for so many centuries that one is not surprised when non-Britishers affect to take a gloomy view of her chances against the German fleet; and one can afford to laugh at the expressions of doubt or of cheap pity that one hears, and to value these at their just worth. But this is not a time for Britishers to be pessimistic and to assume that no news is bad news. The mere putting of two and two together should suffice. When the Admiralty can express such confidence as that alluded to above, when Britain can, without difficulty, land a not inconsiderable number of troops on the French and Flemish coasts, when the Channel and Straits boats are obviously still running, and when the North Sea fishing fleet is told that it may go about its business as usual, there can hardly be any serious cause for doubting that all is right with our fleet at home.

## Some Eager Volunteers.

We heard a pretty story the other day, and one for which we believe there is a good backing of truth. It is said that, soon after the Volunteers were called out for duty, the youngsters who form the Cadet Corps wanted to know why they too could not turn out and be of some use. "You are too small," they were told. "You couldn't carry a rifle." The young hopefuls went away sorrowing, but soon a brilliant idea struck them. Why not go to the fountain-head and offer their services to the Governor forthwith? Accordingly (so the story goes) they marched off to Government House, where they were received with all courtesy by the A.D.C., who took their names and told them that they should hear further on the subject. Two days later, so we understand, His Excellency sent for the lads, and asked what they were prepared to do. "We can carry messages and make ourselves generally useful," they said. And presumably that is what they are now doing.

## The Persistent Beggar.

In this column some few weeks ago attention was called to the begging nuisance, and a concrete case was mentioned of an old Chinese woman who continually pesters passers-by in Ice House Street, near the junction with Chater Road. We were hoping that, by being definite on the matter, some enterprising constable would take a stroll along the thoroughfare named and snap up the opportunity of adding to his day's "bag." But no-one has, for this morning the old lady was still in evidence with her tin, bothering everybody who happened to pass along. This sort of thing, in broad daylight, in one of the principal streets of the city, should be tolerated no longer. We know the police are very busy just now; but a couple of minutes would suffice to round up the "game" in this instance.

## The Tar-bollers.

With the new treatment to which the roads of Kowloon are being subjected just now, tar-bolling is in full swing on the other side of the harbour. And, incidentally, it is causing much annoyance to residents who happen to live in the vicinity of the boilers. For some time past, portions of Nathan Road and Humphrey Avenue have been receiving attention, and this has meant that the tar-bolling apparatus has been located at one spot in the former thoroughfare, the sidewalk of which is being used as a general storing-place for fuel, tar, etc. All day long the boiling goes on, and residents in the flats near at hand are not only unable to sit out of their verandahs because of the smoke, and objectionable fumes, but they even have to shut up all their windows for fear of tar being splashed on them. It is about time the apparatus was removed to some other spot now.

## DAY BY DAY.

OWARDS DIE MANY TIMES BEFORE THEIR DEATHS: THE VALIANT NEVER TASTE OF DEATH BUT ONCE.

The Weather.  
Lower level 8 a.m. Temp 87; sunshine.  
At the Peak 8 a.m. Temp 80; sunshine.

The Mails.  
Siberian Mail.—Due per a.s. Chiyen to-day.  
Siberian Mail.—Due per a.s. Lushow to-morrow.  
Australian Mail.—Closed per a.s. Aldenham at 1 p.m. to-day.

Count the Columns.  
Yesterday the *Telegraph* published 29 columns of solid reading matter. To-day there will be 30 published.

To Consignees.  
Consignees of cargo by the motor-ship Siam are reminded that goods remaining undelivered after to-morrow will be subject to rent.

Special Service.  
We are requested to state that a special service will be held in St. Joseph's Church on Saturday, the 15th inst., at 9 a.m. (Feast of the Assumption).

For Hongkong.  
Captain R. H. E. Hutton-Squire, Royal Garrison Artillery, at present stationed at Leith, has been placed under orders for Hongkong.

To Stand Over.  
At the Summary Court, this morning, the action of Soriven Bros. against Jorge and Company, for the sum of \$96. 8s. 7d. was allowed to stand over.

Adjourned.  
The case in which the *South China Morning Post* sued G. T. Shaw, for the sum of \$337.80, was, at the Summary Court, this morning, adjourned sine die.

Hongkong Bank Case.  
In connection with the alleged frauds on the Hongkong and Shanghai Bank, Guiterrez, was again remanded at the Police Court, this morning. Remedies is now awaiting trial in connection with the affair, and it is expected that Guiterrez will give evidence substantiating the version narrated in the lower Court.

The War and Law.  
Mr. Lewis, in the Summary Court this morning, said that in a certain case evidence on commission would have to be got from home. The solicitor for the other side (Mr. Davidson) said that the commission could not be taken until after the war, so a long adjournment would be required. (Laughter). The case was adjourned.

## WAR NOTES.

A telegram dated Paris, August 6, 11 a.m. which has been received by the *Courier d'Haiphong*, says that, at the moment when Germany declared war on Russia, negotiations were in process, and Austria had agreed to submit the grounds of her quarrel with Serbia to the Powers.

The French Consul at Manila telegraphs to his Government in Indo-China: "English steamship companies have been officially informed by the British authorities that, in consequence of the blockade of Tsingtau, English ships taking refuge at Manila can put out to sea again."

The *Courier d'Haiphong* states that the German Consul at Hainan was arrested on Saturday evening (August 8) on the arrival of the train from Lao-kay. Having been taken to the prison in the *Régates Tainfures*, he was placed in a cell.

## Cyclone in Kentucky.

New York, July 17.  
Dispatches from Henderson, Kentucky, state that the district has been swept by a disastrous cyclone, which has caused serious loss of life and damage to property amounting to at least \$100,000. Five bodies have been identified, and it is feared that the death toll will amount to a large number.

## THE CONTINENTAL POWERS.

Distinguished French Officer's Views.

We give below a free translation of some views expressed nearly two years ago by Lieut. Col. Roussot in *Les Annales*. It will be seen that these have a distinct bearing on the present situation.

Germany has succeeded, by a continued succession of efforts which no consideration, either social or economic, has been allowed to check, in creating for herself a formidable army. She has actually twenty-five divisions solidly constituted, five of which are stationed in Alsace Lorraine, or near, and four of which are in the neighbourhood of the Russian frontier.

Altogether the number of officers and men with the colours is 700,000 in round numbers. At time of war Germany, if she mobilised all her available men, could put into the field thereabout five million men. One would do wrong, however, to let oneself be influenced by mere figures. The war of the future will be short, for many reasons; some of these have been shown in the Balkan trouble. A million men in the first line, carrying on a decisive battle which shall last eight, ten or fifteen days, is the maximum. The rest will only be of use for secondary needs.

It is none the less true, however, that, with her 887 battalions of 800 men each, her 510 squadrons of 150 mounted men, all doing at the very least three years of service, and her 591 six-gun batteries, the German army represents the most complete and the most powerful military organisation that has ever been known. But it must not be forgotten that in the event of a general war, it would have to make head against two frontiers at once.

Coming to the question of Russia, the Czar rules 182,438,800 subjects. He has at his command an army of thirty-seven corps, but these are spread over an immense territory, and could not, by reason of the lack of railways, be rapidly concentrated on any given frontier of the Empire. Of these corps, two are in Turkestan, five in Siberia and two in the Caucasus. In reality, in facing a European war, Russia could only make use of her western troops—that is to say those within the confines of Vilna and Warsaw; possibly nine corps in the first instance, and then (but later) those occupying the neighbourhoods of St. Petersburg, Kiev and perhaps Moscow; perhaps, making all due allowances, nine to fourteen other corps. The Russian army having much the same composition as those of other powers, our ally then, could put into the field, in the first instance, some 270,000 infantry, 17,500 cavalry (five divisions) and 900 guns; in the second, 600,000 men and 1,600 guns, and in the third, about 700,000 men and more than 2,000 guns.

Let us suppose now that—there being a definite rupture between Austria and Serbia—Russia decides to intervene. M. de Bethmann-Hollweg has told us that this would mean a *casus belli* for Germany. Very good. The latter, then, immediately mobilises four corps—those of Koenigsberg, Posen, Breslau and Allenstein—the last named being newly formed. Germany will most probably take the offensive, and will penetrate into Poland, from the North and from the West. But she will not be able to go very far. Meanwhile, Austria sets herself to attack Russia with three corps—those from Orsova, Traktova and Lemberg. But these are only just sufficient to parry an attack by the Russians from the Kist district—three corps at least which, later, would be well able to penetrate into Austria to the south of Dubno and to attack in the rear the assailing army.

And now a word about France. For my own part I do not believe that things are likely to come to the pass of the safety being threatened for no one seems to wish to assume responsibility for a universal conflagration. Nevertheless, one should have the courage to face possibilities in the face of facts. I have sought to show in a previous article that would be our position in the event of a

## MORE TROUBLE IN MANCHURIA.

Governor General's Protest.

A Mukden dispatch to the *Tokyo Asahi*, dated the 24th ult., states that Governor-General Fukushima of the Kwantung Leased Territory, has lodged a protest with General Chang for discharging a Japanese military instructor who was under an agreement, and engaging in his place a German officer. In his protest, the Governor rebukes General Chang for what he describes as his "anti-Japanese action." Lieutenant-General Fukushima also censures Fung Linkuo, whom he alleges is directly responsible for the dismissal of the Japanese instructor. Though General Chang, the Governor, urges the re-appointment of the Japanese, the Chinese authorities appear to attach little importance to the question, and have replied that they propose to pay two months' salary to the dismissed instructor. At the same time they state that it would be quite impossible for them to dismiss the German officer. Governor-General Fukushima therefore says the Chinese authorities are lacking in sincerity, and Consul-General Ochiai at Mukden has again made representations to the Chinese authorities on behalf of the dismissed officer.

A later Mukden dispatch, giving particulars of the dispute, announces that General Chang, in his reply to Governor-General Fukushima, states that the dismissal of the Japanese officer Watake was unavoidable because the Military College to which he was attached is in financial difficulties and is about to be closed. The German officer was engaged to give instruction in the handling of heavy artillery recently purchased from Germany, and he is to return home as soon as he has completed his duties. In any event he will not be dismissed at the present juncture. General Chang has suggested that Fung reconsiders the affair of the Japanese instructor, but the latter says that he has decided to pay him off and will offer him a bonus of two months' salary. He declines to further discuss the matter. Japanese journals allege that much indignation prevails among Japanese in Manchuria because General Chang and Commander Fung are personally indebted to Governor-General Fukushima for their military education in Japan and their later prominence in their own country, and have now proved to be unfaithful to the Japanese Governor-General. As to Consul-General Ochiai's representations, General Chang has evaded his responsibility, and states in reply that he would reprimand Commander Fung. The impression among the Japanese in Manchuria is that the Chinese authorities are attempting to meet Japanese influence in Manchuria by introducing German influence, and they urge that it is now urgent that Japan should once and for all impress upon the Chinese the true position of Japan in Manchuria.

general conflict, and to point out that we have every reason to approach the future with confidence provided (1) We exercise due self-control; (2) We maintain our army at all times at its maximum of fighting strength. On the first head, I believe there is nothing to be desired; on the second, I am obliged to make certain reservations. It is an open secret that the two-year law has, distinctly weakened us, and even that, during four or five months of the year, it goes far towards disarming us. The annual departure of the class (the men who are finishing their service) ruins at one blow our offensive means. It weakens our infantry, almost annihilates our cavalry and horse artillery, and leaves our strongholds without sufficient garrisons.

By increasing the term of service from twenty-four months to thirty, one would quite easily fill the disastrous gap which is occurring every year. In fact, much to ask of young Frenchmen that they should accept cheerfully this slight addition when they realise that it is only a small part of the total service, and that it would be our position in the event of a

## THE COLLISION CASE.

The Question of the Speed of the *Jinsen Maru*.

Before the Acting Chief Justice (Mr. H. H. J. Gompertz) and Commander Beckwith, R.N. (assessor), at the Supreme Court this morning, the action was continued in which the Nippon Yusen Kaisha, as owners of the *Jinsen Maru*, sued the Indo-China Steam Navigation Co., as owners of the *Wing Sang*, claiming \$30,000 for damage occasioned by a collision which took place in the Tathong Channel, near Lantau Island, during a fog, on February 17. The *Indo-China S.N. Co.* counterclaimed for damages arising out of the same collision.

Mr. Eldon Potter (instructed by Mr. E. J. Grist) appeared for the plaintiffs and Mr. E. H. Sharp, K. C. (instructed by Mr. Davidson, of Messrs. Hastings and Hastings) defended.

Mr. Sharp addressed the Court, and said the only way of dealing with the case was to go straight through the evidence of both sides. He would do so with as little repetition as he could. He would not, of course, read the evidence through again, as it was on his Lordship's notes and fresh in his Lordship's memory. It was only fair, however, to deal with the whole of the many features on the point. His Lordship would remember that he opened the case as against the *Jinsen Maru* under two heads, viz: before sighting and after sighting; because upon sighting, there was no doubt, a new situation altogether arose. In dealing with the matter chronologically, he would deal with the case before sighting. The first point, of course, was the *Jinsen Maru's* speed in the fog, because it was that speed that controlled her movement when she burst out of the fog, and her speed in the fog was the foundation of the case to a large extent, because it put her in the situation that she suddenly emerged from the fog. Upon the point of the actual speed, rightly or wrongly, there was, unfortunately, the greatest conflict of evidence. They judged her speed in various ways, as he would show his Lordship—the speed at which she emerged from the fog bank and, of course, the speed when she struck the *Wing Sang*. His Lordship would remember that the Captain of the *Jinsen Maru* did not differ materially from the other witnesses when he said that, on first sighting, the *Jinsen Maru* was going about two knots—he thought he put it a little under, at least somewhere about that—and at the time of the impact she got on some stern way. The captain of the *Wing Sang*, the first officer, the second officer, and their other witnesses—passengers and the like—gave a wholly different account on that point. They said the *Jinsen Maru* emerged from the fog at a speed of from five to six knots, which covered the evidence of all. There was a little variety, but it fell within those limits. They said the *Jinsen Maru's* engines were reversed only about one length away, thereby, no doubt, reducing the *Jinsen's* speed to some extent, which was an extent not exceeding one knot. That was to an extent approximate, and they said the engines did not go astern until within about a length of the *Wing Sang*, which would have some effect in reducing the speed, and make her speed at the impact as nearly as they could calculate, about four knots or a little more. Some witnesses went as high as five knots, but he (Counsel) was putting it as low as he could. That was the very lowest. That evidence as to the speed the ship was going was in accord with the result of those calculations of Captain Arthur. Counsel went on to say that if the evidence of Miller was believed the whole of the case for the other side was gone and a great deal of what happened before the accident had gone, because the speed of the ship was gone. The sighting of the ship as Captain Arthur's diagram showed, was of course, controlled by her position when sighted and her position when she struck. The case was adjourned.



## THE WAR.

## Interesting Items from Japan.

The following items are from the Japan Gazette of the 6th instant:

Sir Conyngham Greene, the British Ambassador, visited Baron Kato, Minister of Foreign Affairs, yesterday noon at the Foreign Office, and conferred with him in regard to an important telegram which he received in the morning from his home Government.

## British Ambassador Visits Foreign Office.

Vice-Admiral Kato, Commander-in-Chief of the First Squadron, proceeded to the Naval Office yesterday afternoon, and had a conference with Vice-Admiral Yashiro, Minister of the Navy, and Vice-Admiral Shimamura, Chief of the Naval General Staff. While the conference was still in progress, Admiral Dawa and Vice-Admiral Yamada arrived and took part in the deliberations.

On the morning of the 4th instant, the Naval Office suddenly issued an order to the flag-ship Kongo, of the first squadron, the Tsukuba, the Setten, the Satsuma, the Iwami and the Suwo, which had been engaged in exercises off Tateyama, to return to Yokosuka at once. At the same time, the Naval Office gave them orders to take in supplies of coal, provisions, and ammunition, and to hold themselves in readiness to leave the port at a moment's notice.

The Third Squadron is now assembled at Shanghai. The Taishima arrived there yesterday, while the Yodo, now at anchor at Ichang, and the Toba, now at Hankow, will proceed to Shanghai in a few days.

All preparations are now completed in the Japanese Navy to increase the Third Squadron at any time, in case the development of the present situation necessitates such a step.

A Sasebo despatch to the Hochi reports that the Sasebo Naval Station has dispatched telegraphic instructions to the officers and sailors who are on furlough to return to their posts at once. The authorities of the Naval Station have also instructed the Second Squadron, now in port, to take on board various kinds of necessities.

A Kure telegram to the Asahi quotes Rear-Admiral Ide, Chief of Staff of the Kure Naval Station, as stating that the warships Chiyoda and Itsukushima, which are now busy taking in coal, ammunition and provisions, are not going to join the Third Squadron. The Chiyoda will proceed to Kobe, while the Itsukushima will be ordered to Moji, for the purpose of watching neutral warships and steamers which may transport munitions of war for the belligerent Powers.

The Rear-Admiral definitely states that these warships have not yet received orders to proceed to South China.

**Activity in Army Circles.**  
Lieut. General Oka, Minister of War, proceeded to the Imperial Villa at Nikko yesterday, leaving Utsunomiya by the 5.30 a.m. train. The Minister submitted to the Throne full reports on the development of the war in Europe, and also as to future military preparations in Japan.

Major-General Fukuda, Chief of the Second Section of the Army General Staff, visited Mr. Koike, Director of the Political Affairs Bureau, yesterday afternoon at 3.30 o'clock, at the Foreign Office, and conferred with him on certain important questions. Lieut. General Oshima, Vice-Minister of War, visited Prince Yamagata on the morning of the 4th instant at his villa at Odawara, and had a prolonged conference on military questions of importance as well as on the latest news of the Austro-Serbian War.

**Departure of French Officers.**  
A party of French officers on the reserve list and of the reserve, resident in Tokyo and Yokohama, left here yesterday by the P. M. steamer Korea, en route to France to join the colours.

At noon the officers were entertained at luncheon by M. Moithey, French Consul-General, when patriotic speeches were delivered.

## GUN PRACTICE.

We are officially requested to publish the following, in order to obviate any chance of alarm or misunderstanding:

Gun practice will be carried out by the Royal Garrison Artillery from the following works and on the following dates:

Mount Davis, Tuesday 18th August at 8 a.m. in a S.W. direction.

Stonecutters, Wednesday 19th August at 9 a.m. in a S.W. direction.

Pakehawan, Saturday 22nd August at 10 a.m. in a N.E. direction.

Should the weather conditions be unfavourable the practice will be postponed until the following days, Sundays excepted.

The officers left the Hatoba in a launch specially chartered by a number of British residents, a large French flag flying from the mast. They were seen off by a number of their compatriots and by British residents, who gave them a hearty cheer. A number of Japanese, carrying miniature French flags, also went off to the vessel, and shouted "For France and for Great Britain."

On Tuesday evening a number of the younger British and French residents of the port visited the residences of the British and French Consuls-General, where they sang "God Save the King" and the "Marseillaise," and gave hearty cheers for the two countries.

## Effect on Shipping.

An Osaka telephone message to the Asahi reports that owing to the disturbances in Europe, the steamers in the Eastern seas belonging to the belligerent Powers have either taken refuge in neutral ports or at the base of operations in the colonies of their respective countries. The number of steamers in Japan waters has suddenly decreased. Especially, the Dairen-European lines are most seriously affected. Owing to the lack of transport vessels in the present season, when soya beans, bean-cakes, etc., are shipped to Europe, a great quantity of these goods is now lying at Dairen, without any chance of being forwarded to their destination.

In view of these circumstances, shippers there have begun to charter Japanese steamers.

## German Warships Watching Merchant Shipping.

A Moji telegram to the Hochi says that while the Otara Maru, which arrived there yesterday morning, was steaming between Quelpart Island and Kyobaru Island, a German cruiser, with four funnels, approached the steamer, whereupon she hoisted the Japanese flag. The cruiser at once steamed off. The same cruiser seized a two-funnelled steamer, which proved to be a Russian Volunteer Fleet steamer.

Another telegram from Moji to the same paper says that the French steamer Amazon, which was scheduled to leave there for Marseilles via Shanghai, Singapore, etc., is still at anchor, fearing seizure by German warships. According to a wireless telegram received by the steamer yesterday morning two German warships were cruising off Nagasaki, and the voyage was considered dangerous.

Another Moji despatch to the same paper says that the German steamer Prinz Waldemar entered the port yesterday afternoon at 4 o'clock from the direction of Genkai. She is expected to leave for Tsingtan after coaling.

The N.D.L. Steamer York. We have made inquiries with reference to the report, published last evening, that the N.D.L. York, which steamed out of Yokohama harbour on Tuesday night, and disappeared soon after the searchlights were played upon her from Yokosuka, had been towed into the Japanese naval port, and we are assured that the vessel is not at Yokosuka. Where she is, remains a mystery at present.

One report current is to the effect that she was caught by a British warship outside the bay, while another report alleges that she was met outside by a German warship and conveyed to an unknown destination.

## ON PERSONAL VANITY.

## What Men will Boast About.

It is a curious fact that most men, at least most Englishmen, will confess to almost anything rather than that they are vain of their looks. A man will boast, either openly or by implication, that he is clever or stupid, or rich or poor or good or bad. He will boast of his ugliness, or that he does not care about his looks; but he will not boast of his looks. And if he were to do that we should all feel that he had given himself away.

It is not that personal vanity itself is a very uncommon weakness, so uncommon that a man who yields to it must have no command over himself. He might betray it in his clothes; and we should only smile; but if he told us that he was very handsome and that no woman could resist his charms, we should not know what to say or where to look. And yet personal vanity is more harmless, because more isolated, than most other kinds. To believe that you are good-looking, even when you are not, does not affect your conduct or your judgment much in other matters. It is not very much to boast of, since, in our world, neither men nor even women think very highly of good looks in a man. Wilkes boasted that he only wanted half an hour's start with a woman in competition with the handsomest man in England; and he probably boasted truly. It is also worth noting that he could boast, without fear of ridicule, of his triumphant ugliness; but even he, the most impudent man in England, would never have dared to boast of his good looks. If he had been handsome he would have been silent about his successes; for he was clever enough to know where he might boast and where he might not.

But perhaps men do not boast of their good looks just because they feel that they are not much to boast of. For other qualities we think that we deserve some moral credit. Even when a man is pure-proud of inherited riches he has some notion that he has inherited also the abilities that gained them. He has a sense of hereditary privilege based upon hereditary merit, like those who are proud of their birth. But good looks seem, even to those who possess them, a mere physical accident, and we distinguish sharply between them and any moral or intellectual excellence. Therefore, if a man boasts of his looks he may be supposed to be at a loss for something to boast of. After all, many animals are more beautiful than human beings and to show personal vanity is to put yourself on a level with a peacock. We have, deep in our natures, an instinctive dislike of our animal origin, as if we were parvenus in the society of the universe and afraid of some breach of manners that shall betray what we once were. When, therefore, a man behaves like a cock bird in its spring plumage, he affects us as a member of a parvenu family affects the rest when he puts his knife into his mouth or talks with a strong, Cockney accent. He gives not only himself away, but all civilized human beings, and we feel that the angels must be laughing at him, and through him, at all of us. We would rather excuse some perversion of the spirit than this shameful relapse into animality. The vanity of the peacock gives us a pleasant amusement, because it marks so plainly the difference between him and ourselves, but the vanity of a man hurts us because it tells us that the difference is not so great as we thought.

We cannot punish the relapse into animality as we punish it even more effectively with the whole force of opinion. The original we separate from ourselves by putting him in prison, and so he purges his contempt of the humanity in himself and all of us. But for the human peacock we have a more subtle punishment. We make him feel that he is not one of us; and the penalty is so severe that scarcely any man, unless he is a little mad, dares to be a human peacock. A man will venture on displays of bad temper that make him odious and ridiculous, because his humanity persists

## DAIRY FARM NEWS.

We beg to inform our customers that we are in a position to supply ALL our customers with Butcher's Meats, Fresh Milk and Dairy Produce as hitherto.

## EDITORS AND MORALITY.

## What a Native Paper Thinks.

Shanghai is the most flourishing port in China. There with the exception of a few small colloquial newspapers, which have devoted a portion of their columns to talk and advertisements for prostitutes, all the large and established newspapers have generally kept within the bounds of decency. With the newspapers of Peking City the conditions are simply deplorable. Many of the large newspapers, such as Minchiang Pao, Shun Tien Shih Pao, Ta Kuo Min Jih Pao, Kuo Hua Pao and other renowned ones, have marred their columns with things concerning harlots and prostitutes. Hitherto the Kuo Chuan Pao had refrained from recording these impure materials in its columns, but to our disappointment it has recently put a photo of a harlot in every issue. The Ta Tez Yu Pao has always devoted a column to the free (Ta-tez-yu) gossip about the prostitutes. This is the tendency of the journalistic world in Peking to-day, and it shows the liberalism prevailing among the present deteriorated Society. Some have explained that love for the fair sex belongs to one of the human cravings just as necessary as eating and drinking to the person, and there is no reason why the people should be restrained in this point. But they have ignored that man is a moral being, who by the light and education received, should distinguish himself from brute animals, who seek nothing but the gratification of lust. We can allow a margin for those who are ignorant and of a low mind, but it is unpardonable for those who are acknowledged to be persons who are moulding the habits and thoughts of the generation, to abuse their responsibility by allowing society to degenerate to the level of brute animals. (Washing-te-tan)

even in them. Indeed, the animals have better tempers on the whole than we have; they quarrel only about food or at pairing time; but do not feel cross about things in general. And it needs a human intelligence to be spiteful in words, so that even the most devilish malignance is devilish, not animal; and Satan himself is a fallen angel, not our poor relation. But it needs no human intelligence to be vain of your looks; and to betray that vanity seems to prove that you lack the human reserve about the animal in you which most human beings have inherited as an instinct. There is, in fact, an indecency in personal vanity, or in the confession of it, which shocks us more than most sins of the world or of the Devil. It implies a satisfaction with the humble past of man, and a readiness to relapse into that past which we all resent as men. This resentment may not be rational; it may even be a proof of that animal origin that we are so anxious to disown; but it is too strong to be argued about—indeed so strong that no one has enough animal courage to brave it. (Time)

## HUERTA'S RESIGNATION.

## First Step Towards Peace in Mexico.

Huerta has ceased to be Provisional President of Mexico, and all the members of his Cabinet have joined him in resignation. Senor Carbajal has been elected to succeed Huerta.

To-day's telegrams confirming these facts says the Globe of July 16, indicate an improved situation, and probably mark the first step in the last stages of the pacification of Mexico. In one sense the new state of affairs is a direct result of the intervention of the Republics of Brazil, Argentina and Chile, and a speedy settlement of the long-drawn-out internal quarrel in Mexico may now be looked for.

Reuter's correspondent at Mexico City telegraphs that President Huerta presented his resignation to the Chamber of Deputies through the Department of Foreign Relations last night. The resignation was read and referred to a Committee.

Speakers in the galleries shouted "Viva Huerta" when the announcement of the resignation was read.

All the members of the Cabinet resigned at the same time.

The Farewell Toast.

Mexico City, July 16. The General offered his resignation as a proof that his interest in the Republic was his chief thought.

General Huerta appeared later at his favourite cafe, followed by an immense crowd, shouting "Vivas."

Many shook him by the hand, and several kissed him.

The stern veteran, overcome by the demonstration, raised his glass, and said:—

This will be my last toast here. I drink to the new President of Mexico.—Reuter.

Justez, Thursday.

General Villa, on receiving the news of General Huerta's resignation, said: "I would much prefer that Huerta had remained in the capital until we could get our hands on him."—Reuter.

Senor Carbajal, President.

Washington, July 16.

Further official advices from Mexico City state that immediately after the reading of the resignations, Senor Carbajal, who was recently appointed Foreign Minister, was sworn in as President.

General Huerta and General Blanquet, the ex-Vice-President, motored to Guadalupe, where they boarded a troop train. It is believed their destination was Puerto Mexico.

The populace in the capital took the change of rulers quietly and order was maintained.—Central News.

## TO-DAY'S ADVERTISEMENT. PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on

MONDAY the 17th August 1914 commencing at 11 a.m. at his Sales Rooms, Duddell Street, A Quantity of Sundry Household Furniture.

On View from day of Sale.

Terms—As usual.

GEORGE P. LAMBERT, Auctioneer.

## HERE'S SOME GOOD NEWS!

## SALE OF SURPLUS SEASON'S STOCK

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From Monday Aug. 17th to Saturday Aug. 29th.

A remarkable opportunity to supply your present and future Dress Requirements at Reductions in price.

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NOW SHOWING THE LATEST CREATION IN FASHIONABLE

HALF HOSE.

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CASHMERE, LISLE THREAD AND SILK.

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FOR LADIES & GENTLEMEN.

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THE GREAT "ALLISON" PIANO

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STEAMSHIP LINE.

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Empress of India	16th Sept.
Empress of Asia	30th Sept.
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All Steamships leave Hongkong at noon.

The "EMPERESS OF RUSSIA," and "EMPERESS OF ASIA" are new quadruple screw 21 knot turbine steamers, of 16,850 tons gross, 30,625 displacement, the finest, fastest and most luxurious on the Pacific.

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"MONTAGUE," Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45.

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S.S. "Tanda," 6,800 tons, Capt. will be despatched for YOKOHAMA, KOBE & MOJI on 29th Aug.

S.S. "Takada," 6,800 tons, Capt. Robins, will be despatched for SHANGHAI, YOKOHAMA, KOBE & MOJI, on 4th Sept.

## WESTWARD.

S.S. "C. Apar," 4,600 tons, Capt. O'Sullivan, will be despatched for SINGAPORE, PENANG & CALCUTTA on 21st Aug.

S.S. "Dunera," 5,389 tons, Capt. Dickinson, will be despatched as above on 31st August.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

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Hongkong, Aug. 14, 1914.

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HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS  
SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrive Hongkong from Australia.	Sail Hongkong for Australia.
CHANGSHA	8th Aug.	14th Aug.
TAIYUAN	12th Sept.	16th Sept.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares: Cargo booked through for all Australian, New Zealand and Tasmanian ports.

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Subject to Alteration

Sailing Date

Destination.	Steamers.	Sailing Date
MARSEILLES, LONDON & ANTWERP, via Singapore, Malacca, Penang, Colombo, Suez, & Port Said.	Katori Maru Capt. Murai T. 20,000 Kamo Maru Capt. T. 16,000	(WEDNES., 26th Aug., at 10 a.m.) (WEDNES., 9th Sept., at 10 a.m.)

VICTORIA, B.C., and SEATTLE via S'hai, Keelung, Moji, Kobe, Yokohama, Shimidzu and Yokohama.	Sado Maru Capt. Asakawa T. 12,500 Yokohama Maru Capt. T. 12,500	(TUESDAY, 25th Aug.) (TUES., 8th Sept., at 4 p.m.)
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\*Not calling at Shanghai.

SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane.	Kumano Maru Capt. Soyeda T. 9,300 Tango Maru Capt. Sekine T. 13,500	(WEDNES., 26th Aug., at noon.) (WED., 23rd Sept., at noon.)
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CALCUTTA via Spore, Penang & Rangoon.	Ceylon Maru Capt. T. 12,500	(SATURDAY, 22nd Aug.)
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BOMBAY via Singapore and Colombo.	Colombo Maru Capt. T. 5,000	(MONDAY, 17th Aug.)
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NAGASAKI, Kobe & Yokohama.	Tango Maru Capt. Sekine T. 9,600	(TUESDAY, 25th Aug., at 5 p.m.)
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SHANGHAI, Moji and Kobe.	Kirin Maru Capt. T. 5,000	(WEDNESDAY, 26th Aug.)
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KOBE & Yokohama.	Mishima Maru Capt. T. 16,000	(WEDNES., 27th Aug., at 11 a.m.)
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	YOKOHAMA	KOBE	MOJI	NAGASAKI
Return.	\$135	\$122	\$108	\$95
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With option of Rail between Steamer's Calling ports in Japan.  
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CHINA NAVIGATION  
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI.	Liangchow	17th Aug. at 3 p.m.
MANILA, CEBU & ILOILO.	Chinhua	18th Aug. at 4 p.m.
H'HOW, PHOT & PHONG Kailong	Kailong	19th Aug. at 10 a.m.
MANILA, CEBU & ILOILO.	Taming	25th Aug. at 4 p.m.

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MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming," and "Teau." Excellent saloon accommodation amidst ships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Teau." SHANGHAI & TSINGTAU LINE.—The Twin Screw steamers "Anhui," "Chenai," "Shaohsing" and the S.S. "Kanchow" "Liangchow," "Luchow" and "Yingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The steamers leaving Hongkong on Sundays proceed from Shanghai to Tsingtau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the trans-shipment at Woosung.

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Hongkong 14th Aug., 1914.

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Tjibodas	—	JAPAN	1st half Aug.
Tjimanock	JAVA	S'HAU	2nd half Aug.
Tjilatjap	JAVA	JAPAN	2nd half Aug.
Tjilini	S'HAU	JAPAN	2nd half Aug.
Tjipanas	S'HAU	JAVA	1st half Sept.
Tjilaoem	JAVA	S'HAU	1st half Sept.
Tjiliwong	JAVA	JAPAN	1st half Sept.

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Steamer.	Displacement Tons & Speed	N'saki, Tues., 15th Sept.	H'kong Tues., 22nd Sept.
Tenyo Maru	22,000 - 21 knots		
Shinyo Maru	22,000 - 21 knots		
Chiyo Maru	22,000 - 21 knots		

Steamers via Shanghai will be despatched at noon.

Steamers via Manila will be despatched at 10.30 a.m.

First Class to London.....£71.10. Return (6 months) £120.

First Class to New York.....£60. Return (6 months) £100.

First Class to San Francisco.....£45. Return (6 months) £80.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

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MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Aldenharn	4th Aug.	28th Aug., 10 a.m.
Empire	22nd Aug.	18th Sept., "
St. Albans	12th Sept.	9th Oct., "

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

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FOR SWATOW, AMOY AND FOOCHEW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
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Haitan	J. W. Evans	TUESDAY, 18th Aug. at 11 a.m.
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FOR SWATOW.

Haimun	A. H. Stewart	SUN., 16th Aug. at 10 a.m.
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Haimun	A. H. Stewart	WED., 18th Aug. at 11 a.m.
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During the months of July and August First Class Return Fares to Foochow will be subject to a reduction of 20% on the full Fares.

Steamers will arrive at and depart from the Co.'s Wharf near

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## LOG BOOK

The Engine-Power of Modern Warships.

The enormous engine-power required for the propulsion of modern warships makes an extraordinary comparison with the conditions obtaining ten years ago. In 1904, 15,000 horse-power was sufficient for the most powerfully-engined of our battle-ships, but the machinery of the Iron Duke class works up to 29,000. In their day—and they were launched in 1901—the armoured cruisers of the Drake class, with their reciprocating engines of 30,000 horse-power, were regarded as marvellous products of the engineer's art; as indeed they were; but to-day we have eight battle cruisers in service whose turbines were designed for over 40,000 horse-power, while the latest of them, the Queen Mary, is designed for 75,000. It has recently been announced by the *Tagliche Rundschau* that the German battle cruiser *Seydlitz* has established a world's record by running her turbines up to a horse-power of 80,738. It may reasonably be questioned whether this is really a "record." It is not the custom of the British Admiralty nowadays to publish the accomplishments of our warships in this direction, but it is fairly well known that if the Lion and Princess Royal, designed for 70,000 horse-power, have not reached six figures they have made a nearer approach than the *Seydlitz*. In all probability the Queen Mary has exceeded the 100,000 mark. Several ships now in hand are believed to be fitted with machinery of a nominal horse-power of a hundred thousand. This is believed to be the power of the three German battle cruisers now in hand, while the turbines of our own Tiger, completing at Clydebank, are declared in certain handbooks, though under reserve, to be designed for 110,000 horse-power. There is nothing in the other known features of the ship to account for the addition of 35,000 to the horsepower of the Queen Mary, for, with the same designed speed of 28 knots the Tiger will be only 1,000 tons heavier. That there will be a considerable difference, however, would appear from the machinery costs in the two ships. The machinery of the Queen Mary cost £508,899; while that of the Tiger, as given in the current estimates, amounts to £557,089 an increase of nearly 10 per cent. It is extraordinary to reflect that we could build five destroyers for the cost of the engines of one battle cruiser, and equally striking is the fact that the machinery of the Iron Duke, a battleship of the same programme as that to which the Tiger belongs, cost only £276,537, or slightly under a half of the corresponding figure for the larger and faster ship. In the meantime the motor-driven battleship is advancing slowly but surely upon us. Our own authorities are proceeding slowly in this matter, and so far an internal combustion engine has been installed in only one vessel, the destroyer Hardy, and that only for driving the centre shaft at cruising speeds. However, several of the "oilers" now in hand will be engined entirely on the motor principle, and the performances of these vessels in service should provide valuable knowledge and experience for future developments. The most significant step of all, however, is that which has been taken by the Italian Government regarding the four battleships of the general type of the Queen Elizabeth, which are either in hand or about to be laid down. These ships, displacing 26,000 tons and carrying eight 16-inch and sixteen 6-inch guns, will be 692 feet long, and the designed speed is 25 knots, oil fuel being exclusively used. A three-shaft arrangement of machinery is to be fitted, and the wing screws will be driven in the ordinary way by steam turbines; but for the centre shaft of each vessel a Diesel engine of no less than 12,000 horse-power is to be constructed.

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For	Steamship	On
SHANGHAI, Kobe & Moji	Yalshing	Sat., 15th Aug. at noon.
MANILA	Loongsang	Sat., 15th Aug. at 2 p.m.
SHANGHAI	Wosang	Tues., 18th Aug. at d'light
YHAMA, Kobe & Moji	Namsang	Thur., 20th Aug. at noon
S'FORE, P'ang & O'cutta	Lalsang	Thur., 20th Aug. at 2 p.m.
MANILA	Yuensang	Sat., 22nd Aug. at 2 p.m.
S'FORE, P'ang & O'cutta	Fooksang	Mon., 24th Aug. at 2 p.m.

## Return Tours to Japan

The steamers "Kutsang," "Namsang" and "Lalsang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Fooksang," "Kumsang," "Lovat" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.  
\* Steamers have superior accommodation for First-class passengers, and are fitted throughout with Electric Light.  
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TACOMA & PLAND		
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HONGKONG.SHIPBUILDERS, SAVERS & REPAIRERS, BOILERMAKERS  
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STRUCTIONAL ELECTRICAL & MECHANICAL  
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GRAVING DOCK 78' x 88' x 34'6"  
Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons  
displacement; providing conditions for painting ships with most  
efficient results.

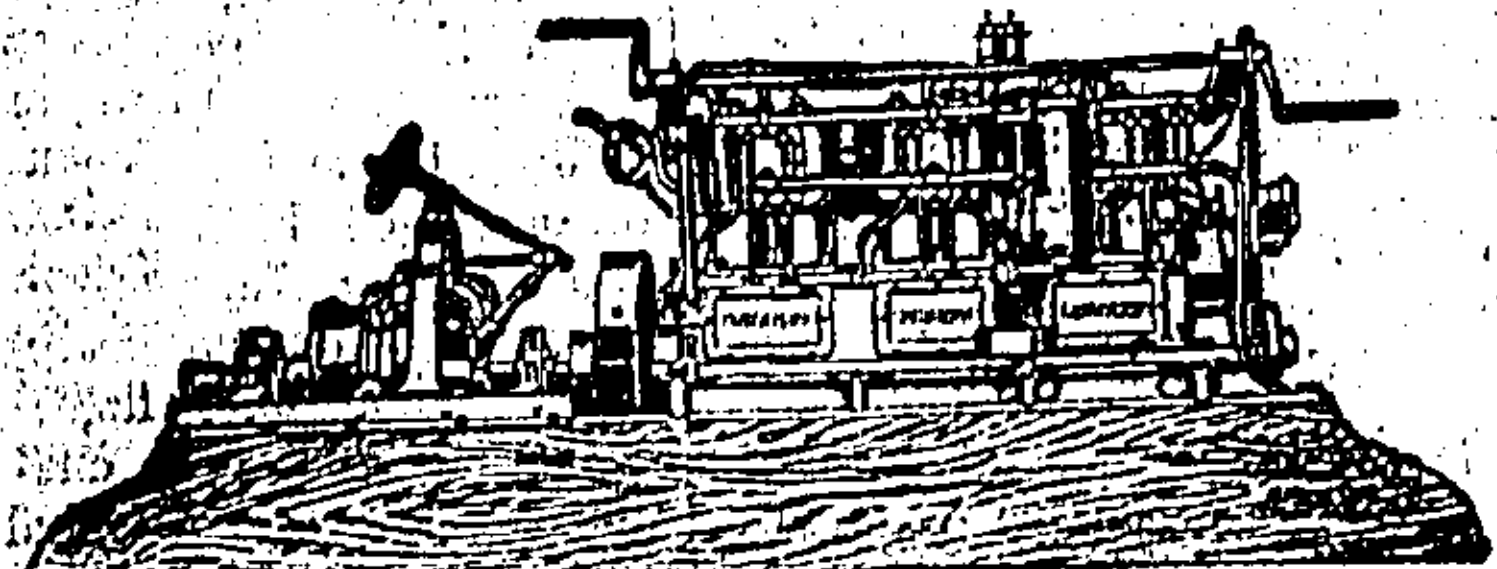
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## VESSELS LOADING.

## EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
London, via Usual Ports of Call	Oriental	P. & O.	15, Aug.
London & Antwerp	Carshire	J. M. Co.	31, Aug.
Marseilles via Ports	Katori M.	N. Y. K.	26, Aug.

## NEW YORK, SAN FRANCISCO AND CANADA.

San F'co via S'hai & Japan &c.	Manchuria	P. M. Co.	18, Aug.
Victoria, B.O., & T'mavia S'hai &c.	Panama M.	O. S. K.	19, Aug.
Victoria, Vancouver, Seattle etc.	E. of Japan	O. P. R.	19, Aug.
San Francisco, via Shanghai,	Tenyo M.	T. K. K.	25, Aug.
M'la, Japan and Honolulu	St. Egbert	D. & Co.	25, Aug.
New York	Sado M.	N. Y. K.	25, Aug.
Victoria, B.O. & Seattle etc.	Seattle M.	O. S. K.	3, Sept.
Via, B.O., T'ma via K'lung, Japan	Nippon M.	T. K. K.	8, Sept.
San Francisco, via Shanghai,	Mer'shire	J. M. Co.	8, Sept.
M'la, Japan and Honolulu	Monteagle	O. P. R.	9, Sept.
Victoria, Vancouver & Seattle	Tenyo M.	T. K. K.	15, Sept.
Vancouver via S'hai, Japan etc.	E. of India	O. P. R.	16, Sept.
San F'co via S'hai &c.	Seijo M.	T. K. K.	3, Oct.
Victoria, V'ver, S'ile, etc.			
Mexican, Peruvian and Chile			
Ports via Japan			

## AUSTRALIA.

Australian Ports via Manila	Kumano M.	N. Y. K.	26, Aug.
Australian Ports via Manila	Empire	G. L. Co.	28, Aug.

## SINGAPORE, COAST PORTS AND JAPAN.

Jesselton, Kudat and Sandakan	Borneo	M. & Co.	15, Aug.
Manila	Loongsang	J. M. Co.	15, Aug.
Yokohama, Kobe and Moji	Namsang	J. M. Co.	15, Aug.
Bangkok, via Swatow	Lian	B. & S.	15, Aug.
Tamsui via Swatow and Amoy	Daigi M.	O. S. K.	16, Aug.
Bombay via S'pore & Colombo	Colombo M.	N. Y. K.	17, Aug.
Manila, Cebu and Iloilo	Taming	J. M. Co.	18, Aug.
Kobe	Chinhua	B. & S.	18, Aug.
Weihaiwei and Tientsin	Coblens	M. & Co.	19, Aug.
Anping, Takao via S'ow & Amoy	Kueichow	B. & S.	19, Aug.
Holihow, Pakhoi and Haiphong	Soetu Maru	O. S. K.	19, Aug.
Singapore, Penang and Calcutta	Kailong	B. & S.	19, Aug.
S'pore, Batavia, Samarang, etc.	Lalsang	J. M. Co.	20, Aug.
Tamsui via Swatow and Amoy	Hokuto M.	D. & Co.	22, Aug.
Shanghai, Kobe and Yokohama	Daijin M.	O. S. K.	23, Aug.
Nagasaki, Kobe and Yokohama	Polynesien	M. M.	24, Aug.
Bombay via Singapore, etc.	Tango M.	N. Y. K.	25, Aug.
Kobe and Moji	Salgon M.	O. S. K.	25, Aug.
Singapore, Penang & Calcutta	Takada	D. S. Co.	26, Aug.
Yokohama, Kobe and Moji	Dumera	D. S. Co.	31, Aug.
Kobe and Moji	Tanda	D. S. Co.	3, Sept.
S'pore, Batavia, Cheribon, etc.	Banri M.	D. & Co.	6, Sept.
Singapore, Mauritius and South	Riojun M.	D. & Co.	22, Sept.
African Ports			
Swatow, Amoy and Foochow	Salamis	B. L. L.	25, Oct.
Batavia, Cheribon, Samarang, etc.	Halayang	D. L. Co.	Q. desp.
Batavia, Cheribon, Samarang, etc.	Tibodas	J.O.J. L.	1, half A.
Japan	Tijahap	J.O.J. L.	1, half A.
Shanghai	Tiklat	J.O.J. L.	2, half A.
Shanghai	Tiklat	J.O.J. L.	2, half A.
Shanghai	Tiklat	J.O.J. L.	1, half S.
Shanghai	Tiklat	J.O.J. L.	Q. desp.

MOVEMENTS OF  
STEAMERS.VESSELS ADVERTISED TO  
DEPART TO-MORROW.

For.	Vessel.
Japan	Yatsing
Philippines	Loongsang
Shanghai	Pemseus

VESSELS ADVERTISED TO  
ARRIVE TO-MORROW.

From.	Vessel.
Shanghai	Luchow

## CANADIAN MAIL

The C. P. R. s.s. EMPRESS OF JAPAN  
left Vancouver on July 23rd, a.m.The C. P. R. s.s. EMPRESS OF RUSSIA  
left Yokohama between 2 & 4 p.m. July 21.

## AMERICAN MAIL.

The American and Manchurian Line  
s.s. KIOTO arrived at New York on Thurs-  
day, the 6th inst.The P. M. s.s. MANCHURIA will be  
despatched from Hongkong at 1 p.m. on  
Tuesday, August 18, for San Francisco,  
via Keelung, Shanghai, Nagasaki, Kobe,  
Yokohama, Shimizu, Yokohama and  
Honolulu.

## MERCHANT STEAMERS.

The S. L. s.s. CARNARVONSHIRE  
from Vancouver is due at Hongkong on  
the 26th Aug.The East Asiatic Co's. s.s. SIAM left  
Port Said on Monday the 13th July and  
may be expected here on or about 19th  
August.The s.s. TANDA sailed from Calcutta  
on the 8th inst., and may be expected here  
on or about the 24th inst.The s.s. KENTUCKY left Singapore  
on Tuesday the 11th inst., and is due here  
on Monday 17th inst.

## TIDE TABLE.

10th Aug. to 16th Aug. 1914.

Day	Time	High Water	Low Water
Mon.	10	0 14	4 20
Tues.	11	0 37	4 47
Wed.	12	1 00	5 14
Thurs.	13	1 23	5 41
Fri.	14	1 46	6 08
Sat.	15	2 09	6 35
Sun.	16	2 32	7 02

m morning. a afternoon.

## VESSELS IN PORT.

## Steamers.

Skerries, Br. s.s. 2,353, 21st July—Java  
12th July, Sugar—J. O. S. L.Onseng, Br. s.s. 1,757, 22nd July—Java  
12th July, Sugar—J. M. & Co.Haidia, Norw. s.s. 1,065, J. Jorgensen, 23rd  
July—Amoy, 22nd July, Gen.—J.  
C. J. L.Kwangshai, Br. s.s. 1,302, G. J. Spink, 23rd  
July—Swatow, 22nd July, Ballast  
—B. & S.Mendip Range, Br. s.s. 2,935, Foxworthy,  
23rd July—Moji, 18th July, Coal  
—G. & Co.Empire, Br. s.s. 4,500, E. T. Pilcher, 4th  
inst.—Melbourne, 30th ult., Gen.  
—G. L. & Co.Swanley, Br. s.s. 2,907, W. E. Stalls, 27th  
July—Manila, Gen.—G. & Co.

Minnesota, Am. s.s. 2,078, Garlick, 30th July—Manila, 26th July, Gen.— N. Y. K.	Halobing, Br. s.s. 1,567, W. C. Passmore, 9th inst.—Amoy, 8th inst., Gen.— D. L. & Co.
Seang Bee, Br. s.s. 3,784, J. Travis, 30th July—Singapore, 26th July, Gen.— Chinese	Loksang, Br. s.s. 978, D. W. Ritchie, 9th inst.—Hongay, 6th inst., Coal—J. M. & Co.
Toucer, Br. s.s. 5,800, Yarwood, 31st July —Manila, 28th July, Gen.—B. & S.	Kashima Maru, Jap. s.s. 6,546, M. Yagi, 11th inst.—London, 4th ult., Gen.— N. Y. K.
Tracas, Br. s.s. 2,894, Pearson, 3rd inst.— Hankow, 27th ult., Bulk oil—A. P. & Co.	Manchuria, Am. s.s. 8,750, A. Dixon, 10th inst.—San Francisco, 11th inst., Gen.—P. & M. Co.
Tungshing, Br. s.s. 1,170, L. Hussey, 6th inst.—Saloon, 1st Aug., Gen. and Rice—Chinese	Sado Maru, Jap. s.s. 3,860, K. Asakawa, 10th inst.—Moji, 5th inst., Gen.— N. Y. K.
Kwangshai, Chi. s.s. 1,534, A. Sangster, 6th inst.—Shanghai, 5th inst., Gen.— O. M. S. N. & Co.	Loongsang, Br. s.s. 1,930, Leask, 11th inst.—Manila, 8th inst., Gen.—J. M. & Co.
Tydeus, Br. s.s. 7,144, W. Duncan, 6th inst.— Hankow, 1st inst., Beans—Or- der.	Changsha, Br. s.s. 1,403, C. Gambull, 11th inst.—Manila, 8th inst., Gen.—B. & S.
Yatsing, Br. s.s. 1,424, F. E. Jarrett, 7th inst.—Singapore, 1st inst., Gen.— J. M. & Co.	Selun, Norw. s.s. 886, D. E. Horbringer, 11th inst.—Manila, 8th inst., Rice—Chinese
Dagfin, Norw. s.s. 866, A. T. Salvesen, 6th inst.—Hollo, 1st inst., Water bal- last—T. & Co.	Delta, Br. s.s. 4,780, L. M. 11th inst.— Shanghai, 8th inst., Gen.—P. and O. S. N. Co.
Sanuki Maru, Jap. s.s. 3,831, T. Date, 7th inst.—Moji, 2nd inst., Gen.—N. Y. K.	Dalgi Maru, Jap. s.s. 890, Lokushige, 12th inst.—Swatow, 11th inst., Gen.— O. S. K.
Panama Maru, Jap. s.s. 3,757, J. Kanoo, —Shanghai, 6th inst., Gen.—O. S. K.	Tamun Maru, Jap. s.s. 1,933, Kabayashi, 12th inst.—Ching-wan-tao, 6th inst., Coal—M. & Co.
	Nardness, Norw. s.s. 1,370, A. Angensen, 12th inst.—Pukow, Ballast—A. Bane.
	Esang, Br. s.s. 1,137, W. P. Baker, 13th inst.—Hongay, 11th inst., Coal— J. M. & Co.
	Himalaya, 3,700, W. W. Cooke, 12th inst.— Bombay, 29th ult., Gen.—P. & O. S. N. Co.
	K. of Japan, Br. s.s. 3,633, W. D. Hop- craft, 12th inst.—Yokohama, 23rd inst., Gen.—O. P. R.

Try what a refreshing, easily digested,  
and specially nourishing food beverage may  
be made with Benger's Food in combination  
with tea or coffee, cocoa or chocolate.



Benger's Food, prepared with  
fresh new milk forms a dainty and  
delicious cream, rich in all the necessary  
food elements. If half Benger's Food  
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with great success to the refreshing  
qualities of the tea.

Benger's Food also mixes agree-  
ably with stimulants when these may  
be medically recommended.SUMMER EXCURSIONS  
TO  
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CANADIAN PACIFIC S.S. LINE.  
PACIFIC MAIL S.S. CO  
TOYO KISEN KAISHA.

GOING AND RETURNING WITHIN PERIOD  
1st JUNE—31st OCT.

## RATES FROM HONGKONG:

NAGASAKI \$120.00. KOBE \$135.00. YOKOHAMA \$150.00

Tickets are interchangeable for return by any steamer of above-named  
Companies and include Rail between Japan Ports of call if desired.

Passengers may go and/or return VIA MANILA without additional charge  
by steamers calling at that Port, so indicated in schedule of sailings shown below

The Steamers operated by the Companies named are the largest, fastest  
and most luxurious on the Coast.JOINT SCHEDULE OF SAILINGS TO AND FROM  
JAPAN PORTS.

From JAPAN.				To JAPAN.			
YAMAHA	KOBE	NAGASAKI	YOKOHAMA	YAMAHA	KOBE	NAGASAKI	YOKOHAMA
LEAVE	LEAVE	LEAVE	LEAVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE
30 July	1 July	1 Aug	10 Aug	18 Aug	15 Aug	16 Aug	27 Aug
1 Aug	7 Aug	8 Aug	17 Aug	22 Aug	19 Aug	20 Aug	31 Aug
8 Aug	14 Aug	15 Aug	24 Aug	29 Aug	26 Aug	27 Aug	7 Sept
15 Aug	21 Aug	22 Aug	31 Aug	5 Sept	3 Sept	4 Sept	15 Sept
22 Aug	28 Aug	29 Aug	7 Sept	12 Sept	9 Sept	10 Sept	22 Sept
29 Aug	5 Sept	6 Sept	14 Sept	19 Sept	16 Sept	17 Sept	29 Sept
5 Sept	12 Sept	13 Sept	21 Sept	26 Sept	23 Sept	24 Sept	6 Oct
12 Sept	19 Sept	20 Sept	28 Sept	3 Oct	26 Sept	27 Sept	13 Oct
19 Sept	26 Sept	27 Sept	5 Oct	10 Oct	7 Oct	8 Oct	20 Oct
26 Sept	3 Oct	1 Oct	12 Oct	17 Oct	14 Oct	15 Oct	27 Oct
3 Oct	10 Oct	11 Oct	19 Oct	24 Oct	21 Oct	22 Oct	31 Oct

\* Returning via Manila.  
Steamers proceeding via Manila do not call at Shanghai.



# THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, FRIDAY, AUGUST 14, 1914.

## POLICE CONSTABLES DEATH.

Inquiry Held This Afternoon.

At the Police Court, this afternoon, an inquiry was held by Mr. J. R. Wood into the circumstances surrounding the death of Ralph Millar, a European constable who died from a wound caused by a pistol at the Central Station on August 4.

Dr. Bell said death was due to internal hemorrhage. Deceased had a bullet wound on the left side and an exit wound on the right side of the spine. Deceased died shortly after admission.

An Armourer Sergeant said the pistol was defective. The hammer was not locked by the safety catch.

His Worship said he was satisfied no one was to blame; it was purely an accident and he returned a verdict of accidental death.

## TYPHOON WARNINGS.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory at 12.45 p.m. yesterday:

Cyclone or Typhoon:—Near or over Bashi Channel, moving W.N.W.

The telegram quoted below was received at 12.45 p.m. today:

"Cyclone or Typhoon:—Near or over the southern part of Formosa Channel, moving W.N.W. The red signal, indicating a typhoon to the east of the Colony, more than 300 miles distant, was hoisted this morning.

## KIEL AND ITS CANAL.

Germany's great strategic waterway, the Kiel Canal, has just been broadened and deepened at a cost of £11,000,000, which is part of the price which has been paid for the adoption of the Drednought design. Even now the canal is not sufficiently deep to permit armoured ships of the largest types to pass through it. The task of improving the canal was, however, to be carried forward, and at no very distant date, and by the use of this great artificial highway, it was hoped to be possible for the German naval authorities to move the largest ships in a comparatively few hours, from the Baltic to the North Sea. The pride of Kiel is its magnificent harbour, which has a comparatively uniform depth of water, averaging forty feet, and close to the shores twenty feet. Its length is eleven miles and its breadth varies from a quarter of a mile at the southern end to four and a half miles at the mouth. Its defences, which include two forts on the west and four on the east side, all situated about five miles from the head of the harbour at Friedrichsort where its shores approach one another, make it a place of great strategic strength.

## Non Sued.

In the Summary Court, this afternoon, Mr. Justice Hazeland ordered the plaintiff to be non-suited with costs in the action in which the Tung Shing Hop firm sued the Tsui Yuen Restaurant, and the Kwong Tai firm, partners thereof, for \$155.77, amount due for goods sold and delivered.

## Promotions.

Lieut. Colin Campbell, 74th Punjab, has been promoted Captain. Major F. B. Hill, 40th Pathans, has been made Lieutenant Colonel.

## AN APOSTLE OF PAN- SLAVISM.

M. De Hartwig and the Balkan League.

Berlin, July 11.

The death of M. de Hartwig, the Russian Minister at Belgrade, is an event of far greater importance than might seem to attach to the demise of a plenipotentiary in one of Europe's less important capitals. For M. de Hartwig had the lion's share in the work of forging the Balkan League, and he did not consider the mission of this league to have been wholly accomplished by the discomfiture and defeat of Turkey. He was an energetic apostle of Pan-Slavism in the Balkans, and whatever credit may be given to M. Venizelos or to King Ferdinand for creating the Balkan League there can be no doubt that the man who really inspired this Balkan alliance was Russia's Minister at the Court of King Peter.

M. de Hartwig carried on more resolutely the policy that had been previously pursued by M. Ignatieff, the Russian Ambassador at Constantinople, and by M. Nitrovo, the Russian Minister at Bucharest. The plan of M. Ignatieff was to encompass the destruction of European Turkey and the liberation of the Slavs from Ottoman domination in order to make them the helpless tools of Russian policy. M. Nitrovo converted the Russian Legation at Bucharest into a regular centre of conspiracy as soon as it became clear that the Bulgarians, who had been liberated by Russian arms, were not ready to follow the bidding of the St. Petersburg Cabinet.

The late Russian Minister at Belgrade had no feelings of hostility against Bulgaria. His plans were directed not merely towards the undoing of Turkey, but also to the undermining of Austria-Hungary. It is even believed that he wished to see the Balkan League engaged in an attack upon the Hapsburg monarchy before the attack upon Turkey. The dissolution of the League, therefore, before it had achieved the whole of its prescribed task, was a source of the keenest disappointment and displeasure to M. de Hartwig. The war of Serbia and Greece upon Bulgaria aroused in him the utmost indignation. To a friend whom he met last summer at Bad Nauheim, whether he went for the benefit of his failing heart, he said: "Oh, if you knew how much uneasiness, how much excitement this disgraceful war has caused me; if you only knew what it has cost me!"

But despite the disappointment, M. de Hartwig still cherished the scheme of an attack upon Austria, although it was obvious that Bulgaria would not be a party to such a design. He centred his hopes for the purpose upon Serbia, and it was for this reason that Russia showed Serbia more favour than it did Bulgaria in the questions resulting from the Balkan Wars. In a confidential conversation which M. de Hartwig had last summer with a friend at Nauheim, he said: "You will understand that we need a strong Serbia. After the Turkish question there comes the Austrian question. Serbia will be our best instrument. Bulgaria will receive Macedonia on the day on which Serbia will recover Bosnia-Herzegovina."

It was a favourite idea of M. de Hartwig to mollify Bulgaria by giving her Macedonia, of which she had been deprived in the Allied War. His sudden death in the Austrian Legation, coming so soon after the tragic end of the Archduke Franz Ferdinand, of whom he was a bitter opponent, seems like a stroke of fate. His departure from the scene should greatly facilitate the creation of better relations between Serbia and Austria-Hungary. —Globe.

## RAUB AUSTRALIAN GOLD MINING CO., LTD.

Manager's Progress Report for Four Weeks Ending July 18th, 1914.

The accompanying sheet of Mine Measurement and Assay returns shows a total of 332 ft. made up of 32 ft. sinking, 87 ft. driving, and 213 ft. crosscutting and compares with 432 ft. for the previous four weeks.

Bt. Koman Mine.  
840 ft. level, drive south on 40 ft. lode. This has been advanced 2 ft., making 47 ft. in all. The end contains a fine body of quartz for the full width. The value throughout has been low grade and work here is now suspended.

Drive south on the 250 ft. lode. To this has been added 10 ft., making a total of 32 ft. The lode 32 inches wide is worth 44 dwts.

Drive north on the 250 ft. lode. Here 6 ft. has been driven, which brings the total to 25 ft. The lode 37 ins. wide is worth 81 dwts. Crosscut west of shaft. This has been extended 21 ft., making a total of 26 ft.

740 ft. level drive south. This has been driven 10 ft., making a total of 283 ft. The lode 27 ins. wide is low grade.

Drive north. Here 9 ft. has been added, making a total of 186 ft. The lode 27 ins. assays 10.1-2 dwts. and maintains the improvement shown last month.

Drive south No. 1 winze. This has been sunk 18 ft., making total depth 70 ft. It shows nothing of value.

640 ft. level and drive south. To this has been added 12 ft., making a total of 369 ft. The lode 80 ins. wide is worth 10 dwts.

From No. 1 winze a crosscut has been put off 20 ft. east at a depth of 50 ft. Its object was to intersect the lode which the winze was supposed to develop but nothing has been struck. A crosscut is now being carried on west to strike the other lode. In the north drive 13 ft. of prospecting work has been done. 540 ft. level north No. 1 winze. This has been deepened 3 ft., making total depth 58 ft. So far this sinking has revealed nothing promising. It has now been stopped.

Stopes. Above the 740 ft. level one stope, lode 101 inches wide worth 4 dwts.

Above the 406 ft. level, three stopes, lode 118 inches wide worth 44 dwts.

Above the 540 ft. level, one stope, lode 102 inches wide worth 3 dwts. Crosscutting for stope filling 81 ft.

Anderson Mine.  
380 ft. level drive north. This has been driven 17 ft., making a total of 396 ft. The lode 60 inches wide shows an improvement and now assays 7 dwts.

280 ft. level north. The No. 1 winze has been connected to the 380 ft. level, providing good ventilation and a useful stope. This winze was sunk in 1911 and has since been full with water.

180 ft. level north, east lode. This has been advanced 8 ft., making a total of 187 ft. The lode 60 inches wide gives an assay of 18 dwts.

Surface winze. This has been sunk 13 ft., making total depth of 138 ft. We hope to connect this with the under workings during the coming month.

Stopes. Above the 380 ft. level, one stope, lode 78 inches wide worth 2 dwts.

Above the 260 ft. level, 2 stopes, lode 60 inches wide worth 4 dwts.

Above the 180 ft. level, 2 stopes, lode 80 inches wide worth 4 dwts.

Crosscutting for stope filling, 89 ft.

At the 340 ft. level station, the fixing of the new pump is nearing

## ON SERVICE.

"Cannot get Away To-morrow."

The Robinson Piano Company sued A. R. Ellis, in the Summary Court, this morning, for the sum of \$22.70.

His Lordship asked if defendant were present?

Mr. Faithfull (for the plaintiff) said he was not.

His Lordship asked if there was any likelihood of his being in the Colony?

Mr. Faithfull said he was here to-day and gone to-morrow.

The interpreter informed the Court that the defendant was here in military service and could not leave the Garrison to-morrow (laughter.)

The case was ordered to stand over.

## BANKRUPTCY COURT.

Mr. G. A. Woodcock, sitting as Registrar in the Bankruptcy Court, this afternoon, had the following cases before him for hearing:—

A. W. Costa, application for discharge.

Li Kin-tong, adjourned hearing of adjudication.

Hon Hing-cheung, application for adjudication.

J. J. dos Santos, application for adjudication.

Ling Hoi Hotel, hearing of petition.

Bes Lee Company, hearing of petition.

Jaismam Khan, application for adjudication.

Yuen On Firm, hearing of petition.

Li Pak, public examination.

Fong Tai, public examination.

completion. At the 640 ft. level, 540 ft. (unble) of rock has been excavated making 1,080 in all.

Mill extension. The uprights, girders and roof, timber over the ore bin and battery part, are up. Fair progress is being made.

Milling Sheet for Four Weeks Ending 18th July 1914.

Bt. Koman. 40 stamps 26.12 days, lost time 1.88 days, due to daily clean-ups and repairs.

Stone crushed

Bt. Koman 1,920 tons.  
Anderson 692 "

Bt. Hitam 71 "  
Junction 65 "

2,748 tons.

Huntington Mill ran 22.7 days, lost time 5.3 days due to repair; ing bed plate 3 days, remainder usual.

Surface ore crushed Bt. Hitam 1,144 tons. Junction 504. 1,648 tons.

Total ore crushed in Koman Mills 4,396 tons.

Stamp Mill 1,110 407 403.55  
Huntington Mill 384 184 183.00  
Grit Mills 68 24 23.00

Totals 1,542 615 609.55

Bt. Malacca 2 Huntington Mills ran 25.4 days, lost time 28 days, due to usual clean-ups and repairs.

Surface ore crushed Bt. Jeillie 1,952. Bt. Koman 2,340 equal to 3,748 tons.

Almagam collected 885 ozs. producing 450 ozs. sponge yielding 446 ozs. smelted.

Average yield per ton Bt. Koman stamps 3.104 dwts.

Huntington Mill 2,220 dwts. Tullings 770 "

Bt. Malacca H. Mill 2,444 "

Totals. Stone crushed 3,044 tons. Almagam 2,427 ozs. Smelted Gold 1,055 55 ozs.

Average yield 2,624 dwts. Losses 903,256

W. H. MARTIN, General Manager.

## HOME NEWS.

Sir Denis Anson's Will.

Sir Denis George William Anson, described as of 2, Mitre Court-building, Temple, who was drowned in the Thames on July 3 after diving from a launch, has left property which is sworn at £100 so far as can at present be ascertained.

He died intestate, and letters of administration are granted to his sister, Mrs. Ella Frances Olive Crawford, of Dacie House, Bemburgh, Isle of Wight, his mother, Mrs. Agnes Jane Anson, having renounced administration.

Under the will of his uncle, Sir William Anson, M.P., proved a few days ago, he came into £8,000, a collection of medals, and a life interest in the very large family estates.

Suffragettes Felled.

A suffragette attempt to stop Mr. McKenna as he left his house has failed completely. A party of women arrived at Mr. McKenna's house in Smith-square, Westminster, at 8 a.m., and divided up into two camps, one party watching the entrance in Smith-square and another patrolling the pavement outside the entrance in Dean Trent-street.

Several police officers were on duty.

After some hours a taxicab drove up to the entrance in Dean Trent-street at a moment when the women were not watching, and Mr. McKenna, his wife and secretary immediately stepped out, entered the cab, and drove off, without the women even being aware that he had left.

Test Mobilisation of the Fleet.

Most of the vessels taking part in the great test mobilisation off Spithead are already at their moorings, and by six o'clock this evening the armada will be quite ready for inspection by the King.

During late afternoon and the evening yesterday the First, Second, Third, Fourth, Fifth, and Sixth Battle Squadrons, the First, Second, Third, and Fifth Battle Cruiser Squadrons, and the First Light Cruiser Squadron all steamed to their allotted positions.

This morning the First Fleet destroyer flotillas arrived at Spithead and anchored off the Isle of Wight. With the exception of a few cruisers, which reach the "Solent" early to-morrow, the mobilisation will to-night be complete, and everything in readiness for the inspection by the King.

Mr. Churchill paid a flying visit to Portsmouth last evening, and went back to London. He returned this afternoon to witness the arrival of the remainder of the Fleet, and will probably inspect the ships at Calshot.

Mid Soldier Holds up a Battalion at Aldershot.

A wild scene has been enacted in a barracks at Aldershot occupied by a battalion of light infantry, a private of which regiment became demented and for some time held the entire battalion at bay with a loaded rifle and an open razor.

After breakfast, on July 17, he took his rifle from the rack and, declaring he would kill everybody in the room, deliberately loaded it.

There was at once a wild stampede of all occupants of the room, some climbing hastily out of the windows, for it was quite evident from the man's actions and utterances that he was grimly irresponsible.

He took up a position in a corner and declared he would shoot anyone coming into the room. The Adjutant and Sergeant-Major were communicated with, and both officers tried in vain to reason with the man, but so threatening was his demeanour that it was deemed advisable to leave him alone while steps were devised to deprive him of his weapons.

A medical officer from the ad-

joining barracks was summoned, but his efforts were of no avail, and then the camp fire brigade was summoned. They promptly arrived with a motor-engine.

The demented man was located from four different windows, and as many hose-pipes were led up to them. Lieut. A. Crook, the firemaster, directed operations, and at a whistle signal the engine was started.

Taken by surprise, the lunatic tried to get his rifle up to his shoulder, but was knocked over by the force of the water, the rifle going off and a bullet narrowly escaping the man's own head as he fell.

Men immediately rushed into the room, and the madman was secured and carried off to the Cambridge Hospital, where he is confined in the observation ward.

It is thought the intense heat is responsible for his condition.

Superintendent Quinn to Retire.

Superintendent Patrick Quinn has expressed his intention to retire at the end of the year from the position of Chief of the Special Branch of Scotland Yard.

With his retirement the Yard will lose its most famous detective. His experience in safeguarding the King and the Queen when they appear in public, in protecting visiting monarchs, and in dealing with foreign political criminals is unique. He has a wonderful memory for faces, and he is acquainted more than any man with the methods, movements, and identities of plotters against Royalty.

Whenever the King leaves England he is accompanied by Mr. Quinn, whose business it is, in conjunction with the police of the country which the monarch is visiting, to ensure the protection of his sovereignty.

Superintendent Quinn is the embodiment of caution and discretion. So unlike a detective is he in appearance that on Coronation Day as he was walking along the route in front of the troops and police, a constable, who did not know him, ordered him back into the crowd, and Mr. Quinn had to be identified by an inspector before he was allowed to proceed.

Echo of a Channel Collision.

Judgment was given in the Admiralty Court last month, in the claim and counter-claim for damages arising out of the collision between the Liverpool steamship Incemore and the North German Lloyd steamer Kaiser Wilhelm II. in the Channel, off the Isle of Wight, on June 17 last, during foggy weather.

Mr. Justice Bagnall Deane held that the Incemore made the mistake of "honestly" giving a signal that she was stopped in the water, when as a matter of fact she was not stopped, and that this misled those on the Kaiser Wilhelm II. and caused the collision. There was no doubt that after passing the Nab, and for some distance afterwards, the speed of the Kaiser Wilhelm II. was excessive, considering the weather.

"My own opinion," said his Lordship, "and the Elder Brethren agree with me, is that as far as the Kaiser Wilhelm II. is concerned, at or about the time of the collision or immediately before it, no blame can be attached to her for her manoeuvres. The only vessel to blame for the collision was the Incemore."

On the application of Mr. Badler Aspinall, K.C., the Judge granted a stay for a fortnight.

Carpenter's Offer.

July 17.

Georges Carpenter is not satisfied with the result of last night's contest at Olympia. He regrets that he was not allowed to win the championship on a clean, straight fight.

Carpenter bears practically no trace of his encounter.

In an interview to-day, M. Des-

camps, Carpenter's manager, said Carpenter was very sorry

## FAR EASTERN OLYMPIAD

The Meet in Shanghai.

Following is the programme of events of the Far Eastern Championship games and open international games to be held in Shanghai in October. This is the second Olympiad held in this connection, the previous one having been held in February last year at Manila. The programme is as follows:—

Saturday:—Official opening of the games, Parade of athletes. Preliminary events of the track and field sports, Baseball, Tennis, International walking team race.

Monday:—Baseball. Finals track and field sports, Tennis, Swimming, Modified Marathon.

Tuesday:—Baseball, Basketball, Pentathlon, Football, Tennis, Swimming.

Wednesday:—Boy Scouts display and competition, Volley Ball, Bicycle Race, Tennis, Baseball.

Thursday:—Decathlon (first half) Basketball, Football, Tennis, Baseball.

Friday:—Decathlon (second half), Preliminaries of the open International Track and Field Games, Open swimming, Baseball.

Saturday:—Finals of the open International track and field sports, Finals of the open international swimming, Finals of the open International baseball, races, Finals of the open International tennis, Modified Marathon race, Walking relay race, 3 miles Bicycle race. Evening:—Presentation of prizes, trophies, etc.

P. and O. Liner Mishap.

Bombay, July 17.

Owing to a breakdown in the engine-room in the Arabian Sea the P. and O. mail steamer Salsette, which was due here to-day, will not arrive until Sunday.

To-morrow's homeward mail, which was to have been taken by the Salsette, will consequently be delayed. It will be carried by the Moldavia, which will arrive from Colombo on Sunday.

That his opponent gave him the blow that put an end to the match. Had the referee allowed the fight to go on, M. Desamps declared, Carpenter would have won.

"The boy was absolutely certain of victory," he said. "He had Gunboat Smith beaten almost from the beginning. Carpenter himself wanted the fight to go on, but I thought the blow would have proved detrimental had the fight gone on. It knocked all the brilliancy out of the boy."

"Carpenter is quite ready, indeed, he is anxious to meet Gunboat Smith again. If Gunboat Smith wants a return match right away he is not up against the slightest difficulty."

"It is Carpenter's wish, as it is my wish, that the white champion of the world should retain his championship not by a mere fickle or disqualification but by the right of superiority of boxing."

Shamrock's Trans-Atlantic Voyage.

Shamrock IV, accompanied by the Erin, Sir Thomas Lipton's steam yacht, sailed from Gosport on July 13, and proceeded past the mobilised Fleet at Spithead, Southampton, attracting considerable attention from large crowds ashore and aloft.

The America Cup challenger was in ketch rig. She halted at Spithead to swing for the adjustment of compasses, and it was then decided that the yacht should return to Gosport.

Later in the day Shamrock IV, and the Erin, the latter being fitted with wireless apparatus, sailed from Gosport direct for Falmouth, the last port of call before crossing the Atlantic.



## CONSIGNEES

## "BEN" LINE OF STEAMERS

## NOTICE TO CONSIGNEES.

The Steamship

"BEN LOMOND."

From ANTWERP, MIDDLES-  
BRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th August will be subject to rent.

All claims against the steamer must be presented to the Under-  
signed on or before the 4th Aug., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th instant, at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be counter-  
signed by

GIBB, LIVINGSTON &amp; CO.,

Agents.

Hongkong, 10th August, 1914.

## NIPPON YUSEN KAISHA.

## NOTICE TO CONSIGNEES.

From EUROPE, COLOMBO  
and STRAITS.

THE Company's Steamship

"KASHIMA MARU."

having arrived from the above  
ports, Consignees of Cargo are  
hereby informed that their Goods  
are being landed and placed at  
their risk in the Hongkong and  
Kowloon Wharf & Godown Com-  
pany's Godowns at Kowloon,

where each consignment will be  
sorted out mark by mark and deli-  
very can be obtained as soon as  
the Goods are landed.

Optional Goods will be carried  
on unless instructions are given  
to the contrary before noon, to-  
day.

Goods not cleared by the 18th  
August, will be subject to rent.

Damaged packages must be left  
in the Godowns for examination  
by the Consignee's and the Co.'s  
representatives at an appointed  
hour. All claims must be pre-  
sented within ten days of the  
steamer's arrival here, after  
which date they cannot be re-  
cognized. No claims will be  
admitted after the goods have left  
the Godowns.

NIPPON YUSEN KAISHA,  
Agents.

Hongkong, 11th August, 1914.

PACIFIC MAIL STEAMSHIP  
COMPANY.From SAN FRANCISCO, JAPAN  
PORTS AND MANILA.

S.S. "MANOHURIA"

The above mentioned vessel  
having arrived, consignees of  
cargo are hereby notified to send  
in their Bills of Lading for coun-  
tersignature and take immediate  
delivery of cargo from alongside.  
Cargo impeding discharge will  
be landed immediately at con-  
signee's risk and expense.

Cargo remaining on board  
Thursday, 13th August, 1914 at  
5 p.m. will be subject to landing  
charges and if undelivered Mon-  
day, 17th instant, 1914 at 5 p.m.  
will be subject to both landing  
and storage charges.

No Fire Insurance whatever  
will be effected.

All chafed and otherwise dam-  
aged cargo will be examined at  
the above Company's godown  
Monday August 17th, 1914, at  
10 a.m.

No claims will be entertained  
unless accompanied by (short  
delivery note or list of exceptions  
taken at the time of delivery to  
consignee and signed for and on  
behalf of the Pacific Mail S.S. Co.

All claims must be filed on or  
before September 10th, 1914, other-  
wise they will not be recognized.  
R. C. MORTON,  
Agent.

Hongkong, 10th August, 1914.

## Grand Hotel.

Allott F.

Barnes A.

Barnes G.

Barnes H.

Barnes I.

Barnes J.

Barnes K.

Barnes L.

Barnes M.

Barnes N.

Barnes O.

Barnes P.

Barnes Q.

Barnes R.

Barnes S.

Barnes T.

Barnes U.

Barnes V.

Barnes W.

Barnes X.

Barnes Y.

Barnes Z.

Barnes A.

Barnes B.

Barnes C.

Barnes D.

Barnes E.

Barnes F.

Barnes G.

Barnes H.

Barnes I.

## HOTEL LISTS.

## Hongkong Hotel.

Abbot F.

Abbot G.

Abbot H.

Abbot I.

Abbot J.

Abbot K.

Abbot L.

Abbot M.

Abbot N.

Abbot O.

Abbot P.

Abbot Q.

Abbot R.

Abbot S.

Abbot T.

Abbot U.

Abbot V.

Abbot W.

Abbot X.

Abbot Y.

Abbot Z.

Abbot A.

Abbot B.

Abbot C.

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Abbot G.

Abbot H.

Abbot I.

Abbot J.

Abbot K.

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Abbot Z.

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Abbot W.

Abbot X.

Abbot Y.

Abbot Z.

Abbot A.

Abbot B.

Abbot C.

Abbot D.

Abbot E.

Abbot F.

## HOTEL LISTS.

## Hongkong Hotel.

Kearney Victor

Kearney Capt &amp; Mrs

Kearney E. B.

Kearney Mrs W. H.

Kearney Lampman Mrs and

Kearney Mrs H. A.

Kearney Longhead M.

Kearney Lloyd G. T.

Kearney Lobel F.

Kearney Lym A. F.

Kearney Macdonald J.

Kearney MacLure Mrs and

Kearney Marriott, Dr. O.

Kearney Matheson, Mrs R.

Kearney Matheson, Miss M.

Kearney Morrison W. J.

Kearney McDermott J.

Kearney McIntosh A. J.

Kearney Moha, B. K.

Kearney Melbye E. N.

Kearney Merceki, J.

Kearney Meyer C. E.

Kearney Middleton G. S.

Kearney Miskewald N. S.

Kearney Moore Dr &amp; Mrs W.

Kearney L. B.

Kearney Murray, Miss M. E.

Kearney Deane Mrs &amp; Mrs R. A.

Kearney Douglas D. S. S.

Kearney Mayer O. E.

Kearney Newton D.

Kearney Noyes F. H.

Kearney Oudshoven W.

Kearney Potts P. C.

Kearney Powell G. M.

Kearney Purvis A.

Kearney Read W. S.

Kearney Ray, E. H.

Kearney Reay, Miss F.

Kearney Ross A.

Kearney Rowell J. P.

Kearney Russell J.

Kearney Sanden H. von

Kearney Seddon Mrs

Kearney Serrory G. J.

Kearney Shah P. H.

Kearney Sly E. A.

Kearney Smith K. S.

Kearney Smyth F.

Kearney Sorby V.

Kearney Square Miss A.

Kearney Townsend A. P.

Kearney True H. N.

Kearney Walker Capt H. A.

Kearney Warren E. J. T.

Kearney Ward.

Kearney Watson J. R.

Kearney White F. W.

Kearney Winchester Mr and

Kearney Mrs F.

Kearney Wood G. G.

Kearney Wright Mr &amp; Mrs J.

Kearney Watson J. R.

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Kearney Serrory G. J.

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Kearney Wright Mr &amp; Mrs J.

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Kearney Lobel F.

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Kearney Murray, Miss M. E.

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Kearney Potts P. C.

Kearney Powell G. M.

Kearney Purvis A.

Kearney Read W. S.

Kearney Ray, E. H.

Kearney Reay, Miss F.

Kearney Ross A.

Kearney Rowell J. P.



ISUAN is bottled at the Celebrated Health Springs of Los Banos, near Manila in the

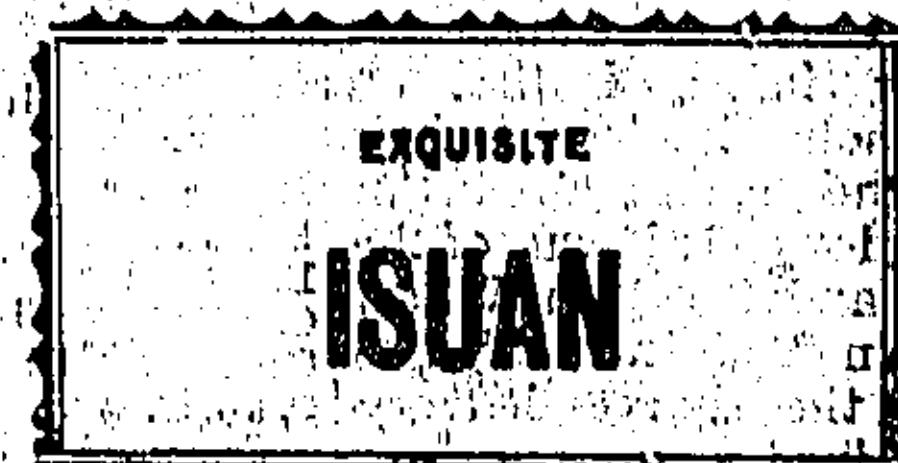


Philippine Islands, ISUAN is reported by the bureau of science biological laboratory "to contain no micro-organisms of any kind."

# ISUAN

## AN ABSOLUTELY PURE MINERAL WATER

ISUAN flows from the deep recesses of mother earth at a temperature of 250° F: is bottled



under European supervision and is never touched by human hands. It is a sterile water.

NO OTHER NATURAL MINERAL WATER POSSESSES QUALITIES EQUAL TO THOSE OF

WHISKY  
ISUAN  
A  
PERFECT  
BLEND

# ISUAN

CONTAINS NO MICRO-ORGANISMS OF ANY KIND.  
SOLD IN  
SPLITS, PINTS AND QUARTS.

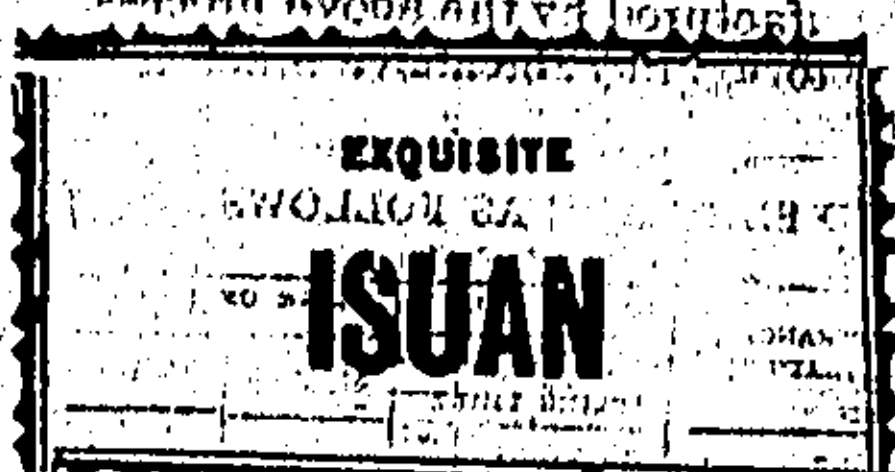
WHISKY  
ISUAN  
A  
PERFECT  
BLEND

SOLE AGENTS:

THE CHINA COMMERCIAL CO. 3, DUDELL ST. TEL. No. 1208

THE MOST DELICIOUS AND MOST PALATABLE WATER IN THE WORLD.

ISUAN in the first place has been boiled, by a natural process, and any harsh mineral elements that it may



Have contained originally are thus precipitated. This leaves the water as soft as rain, which is of the utmost importance.

THE FACT THAT THE WATER COMES FROM THE BOWELS OF THE EARTH SUFFICIENTLY HEATED TO RENDER IT STERILE MAKES IT AN UNUSUALLY SAFE WATER FROM A BACTERIOLOGICAL STANDPOINT.

# ISUAN

## AN ABSOLUTELY PURE MINERAL WATER

The point of greatest importance lies in the fact that ISUAN contains in perfect solution the salts that



are natural in and essential to the human system. ISUAN mixed with syrups makes an excellent drink.



## Commercial.

## Tampico Oil Trade Stagnant.

Tampico, July 6. (via Laredo, Tex., July 7).—More oil tank steamers were reported idle here today than in many months. This is partly due to low prices of oil, which make exportation unprofitable, and partly as a result, it was said, against the action of Constitutionalists, who have continued to exact the tax intended to be applied to dredging, until the Panuco River's mouth has so filled up as to render difficult the passage of deep-laden steamers. Development and construction work in the Panuco oil fields is reported at a standstill. The companies were said to be preparing to recall their employees and suspend all work not necessary in caring for the storage of the present output of the wells. Lack of confidence in the situation is given as the cause. The visit of Gen. Carranza, which originally was set for to-day, apparently has been indefinitely postponed.

## July Rubber Outputs.

Messrs. Ibert and Co., Ltd., Shanghai, secretaries of the Gula-Kalampong Rubber Estates, Ltd., inform us that they are in receipt of the following telegram from their Penang agents:—

Output of dry rubber during July... 83,564 lbs. Shipped to London in July... 78,220

Coconuts... 144,743 nuts. Rainfall... 3 1/2 inches. We are informed by Messrs. J. A. Wattie and Co., Ltd., that the estimated outputs of dry rubber for the month of July from the undermentioned estates were as follows:—

Tebong Rubber and Tapioca Estate, Ltd. 28,800 lbs. Chempedak Rubber and Gambier Estate Ltd. 6,743

The general agent of the Maatschappij tot Mijne-Beschouwing en Landbouwexploitatie in Langkat has received a telegram from the manager in Sumatra that the estimated output of dry rubber for the month of July is 18,282.

## PUBLIC COMPANIES

s. "TINCAN" (Wrecked) SHIPPERS and Underwriters interested in the cargo of this steamer are requested to communicate with the Underwriter within three months from date.

GILMAN & Co. Lloyd's Agents

THE HONGKONG, CANTON & ACO STEAMBOAT CO., LTD. NOTICE TO SHAREHOLDERS

INTERIM DIVIDEND OF FIFTY CENTS per share for the Six Months ending 30th June, 1914 will be PAYABLE on FRIDAY, 14th AUGUST, 1914, which date Dividend Warrants may be obtained on application at the Company's Office.

By order of the Board of Directors, JOHN ARNOLD, Acting Secretary, Hong Kong, 28th July, 1914.

## NOTICES

## PEAK CLUB.

THE Band will play as usual in the grounds on Saturday next, 15th instant. It will be a collection of music will be performed in the B-1 Room.

ENTERTAINMENT COMMITTEE. Hong Kong, August 12th, 1914.

## TO PARENTS.

JOSEPH'S COLLEGE, MACAO. BOARD. Lodging & Education at most moderate terms. English, Chinese, French, etc. complete commercial course in English. Opens 1st September.

## NOTICE

have closed our Retail Business until further notice. BLACKHEAD & Co.

## NOTICE

## ANNOUNCEMENT.

## THE LIVERPOOL &amp; LONDON &amp; GLOBE INSURANCE CO., LTD.

Assets £13,833,482: 12: 4d.

THE Management of the Company's Representation in Hong Kong has from to-day been taken over by me and the interests of the Company will thus be entirely under British control.

H. S. PLAYFAIR.

Hong Kong, 10th August, 1914.

## PUBLIC COMPANIES

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

## NOTICE OF ORDINARY AND EXTRAORDINARY MEETINGS.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hong Kong, on SATURDAY, the 22nd day of August, 1914, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1914, and for the confirmation of the election of Directors.

THE REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, the 10th August, to SATURDAY, the 22nd August, 1914, (both days inclusive) during which period no transfer of Shares can be registered.

AND NOTICE is hereby also given that at the same place and on the same day at Noon or so soon after as may be determined by the Extraordinary Meeting of the Shareholders in this Corporation will be held when the subjoined Resolutions will be proposed as Extraordinary Resolutions:—

(1) That the Directors of the Hong Kong and Shanghai Banking Corporation be and they are hereby requested and authorised by and on behalf of the shareholders of the Company to take the steps necessary to apply for the introduction of an Ordinance into the Legislative Council of the Colony of Hong Kong supplemental to the Hong Kong and Shanghai Bank Ordinance 1866, and the enactment of the same by the Governor of Hong Kong with the advice and consent of the Legislative Council thereof to effect the amendment of Section 20 of the Hong Kong and Shanghai Bank Ordinance 1866, hereafter set out with such modifications (if any) as they may think fit and to accept such Ordinance if and when enacted.

The following is the amendment above referred to:—The deletion from Section 20 of the said Ordinance of the words, "to take and accept any lands, houses, or other real or personal property in satisfaction, liquidation, or payment of any debt absolutely and bona fide previously due and owing to the Company, and also to take any Mortgage or other lien or charge on real or personal property as a security for any monies actually and bona fide previously due to the Company or for which any person may have rendered himself liable to the Company, and to hold such lands, houses and other real and personal property respectively for such reasonable time as may be necessary for selling and disposing of and converting the same into money, and the substitution thereof of the following words:—"To take, accept, enforce, release, realise, or deal with any security now held or which may hereafter be held by the Company, for any monies owing or to become owing to the Company, or for any liabilities incurred or to be incurred towards or by the Company by way of mortgage, pledge, hypothecation, deposit or otherwise howsoever of every kind of property or rights."

(2) That the Deed of Settlement of the Company be altered in manner following:—(a) That the following words be struck out of line two and three of Article 36, namely, the words "for not exceeding fifteen days before and seven days after every ordinary Meeting" and that the following words be adopted and substituted therefor, namely: "during such time as the Court thinks fit, not exceeding in the whole thirty days in each year."

(b) That the following words be struck out of Article 56, namely, "after the Meeting" and that the following words be adopted and substituted therefor, namely, "after the re-opening of the Register."

exceeding fifteen days before and seven days after every ordinary Meeting" and that the following words be adopted and substituted therefor, namely: "during such time as the Court thinks fit, not exceeding in the whole thirty days in each year."

(c) That Articles 76, and 78 be cancelled.

(d) That the following Articles be adopted and substituted for Articles 76, 77 and 78, namely:—ARTICLE 76.—"General Meetings shall be held once in every year, at such time and place in the Colony as may be prescribed by the Company in General Meeting and if no such time or place is prescribed, then at such time and place as may be determined by the Court, and unless and until otherwise prescribed or determined as aforesaid a General Meeting shall be held in the month of February in every year."

ARTICLE 77.—"The General Meetings mentioned in the last preceding Article shall be called Ordinary Meetings."

ARTICLE 78.—"All other General Meetings shall be called Extraordinary Meetings."

(e) That Article 90 be altered by inserting and adopting after the word "holding" in line five thereof the words "or representing by proxy" and by striking out at the end of the said Article the words "present in person."

(f) That the following words be added to Article 94:—"The Court may from time to time pay to the Shareholders such interim dividends as appear to be justified by the position of the Company."

(g) That the following words be struck out of the first three and a half lines of Article 174, namely, the words "Half-year ending the 30th June and the 31st December, shall make a general Half-Yearly," and that the following words be adopted and substituted therefor:—"Year ending the 31st day of December shall make a General."

(h) That the word "Half" be struck out of the 18th line of Article 174 and also out of the 6th line of Article 175.

(i) That the word "twice" and the words "the 30th day of June and the 31st day of December" be struck out of lines 17 and 18 of Article 174 and that the word "once" be adopted and substituted for the word "twice" in the fourth line thereof.

(j) That the words "or the Ordinary Half-Yearly" and the words "as the case may be" be struck out of lines 10 and 11 of Article 177.

Should the Second Resolution be passed by the required majority, it will be submitted for confirmation as a Special Resolution to a Second Extraordinary Meeting which will be subsequently convened.

By Order of the Court of Directors, A. G. STEPHEN, Acting Chief Manager, Hong Kong, 21st July, 1914.

## BANKS

## INTERNATIONAL BANKING CORPORATION.

Head Office—60, Wall Street, New York.  
London Office—25, Abchurch Lane, E.C.

## BRANCHES:

Bombay, Calcutta, Canton, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

Capital and Surplus... Gold \$100,000,000  
Reserve Fund... \$25,000,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.  
CURRENT ACCOUNTS opened on the usual terms.  
DEPOSITS RECEIVED, fixed for one year at 4 per cent, or for shorter periods. At rates which may be ascertained on application.  
MILLS NEGOTIATED AND COLLECTED.  
BILLS AND TELEGRAPHIC REMITTANCES made.  
LETTERS OF CREDIT AND DRAFTS granted on all the principal cities in the world.  
THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.  
COMMERCIAL LETTERS OF CREDIT issued.  
PURCHASE AND SALE of Stocks and Shares effected.  
TRAVELLERS CHECKS sold and cashed.

GEORGE HOGG, Manager.  
Queen's Road, Hong Kong  
Hong Kong, 1st Nov. 1912

## THE

## YOKOHAMA SPECIE BANK LIMITED.

Established 1880.  
Authorised Capital Yen 43,000,000  
Paid-up Capital... 30,000,000  
Reserve Fund... 18,000,000

## Head Office.—YOKOHAMA.

Branches: Antung, Hankow, Harbin, Kobe, London, Lyons, Shanghai, Tientsin, Yokohama.  
Agents: Nagasaki, New York, Osaka, Rangoon, San Francisco, Seoul, Singapore, Tientsin, Tokyo, Yokohama.

Interest Allowed on Current Accounts.  
Deposits received for fixed periods at rates to be ascertained on application.

EISHONO, Manager.  
Hong Kong, 6th April, 1913.

## THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

HEAD OFFICE.—LONDON.  
Paid-up Capital... £1,200,000  
Reserve Fund... £1,800,000  
Reserve Liability of Proprietors... £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.  
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

Wm. DICKSON, Manager.  
Hong Kong, 11th April, 1912.

## NOTICES

## THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up... £1,250,000.)

Loans on Mortgage of House Property, &c.  
Goods received on Storage.  
Advances made on Merchandise.  
Loans made on the Provident System.  
(Rates and Particulars on application.)

The Office of TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & Co. General Managers.  
Hong Kong, 19th March, 1908

## PEAK TRAMWAY CO. LIMITED.

## TIME TABLE.

WEEK DAYS.  
1.00 A.M. to 8.00 A.M. Every 15 Min.  
8.00 A.M. to 12.00 P.M. Every 15 Min.  
12.00 P.M. to 3.00 P.M. Every 15 Min.  
3.00 P.M. to 6.00 P.M. Every 15 Min.  
6.00 P.M. to 8.00 P.M. Every 15 Min.  
8.00 P.M. to 10.00 P.M. Every 15 Min.  
10.00 P.M. to 11.00 P.M. Every 15 Min.  
11.00 P.M. to 12.00 A.M. Every 15 Min.

NIGHT CARS.  
8.00 P.M. and 9.00 P.M. to 12.00 A.M. every half hour.  
12.00 A.M. to 1.00 A.M. every quarter of an hour.

SUNDAYS.  
7.45 A.M. to 10.30 A.M. Every 15 Min.  
10.30 A.M. to 12.00 P.M. Every 15 Min.  
12.00 P.M. to 1.00 P.M. Every 15 Min.  
1.00 P.M. to 3.00 P.M. Every 15 Min.  
3.00 P.M. to 6.00 P.M. Every 15 Min.  
6.00 P.M. to 8.00 P.M. Every 15 Min.  
8.00 P.M. to 10.00 P.M. Every 15 Min.  
10.00 P.M. to 11.00 P.M. Every 15 Min.  
11.00 P.M. to 12.00 A.M. Every 15 Min.

NIGHT CARS on 1st and 2nd Floors.  
SUNDAYS.  
8.00 P.M. to 12.00 A.M. Every half hour.  
12.00 A.M. to 1.00 A.M. Every quarter of an hour.

## BANKS

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

Head Office—60, Wall Street, New York.  
London Office—25, Abchurch Lane, E.C.

Paid-up Capital... \$15,000,000  
Reserve Funds: Sterling £1,500,000 at 2/-, \$15,000,000; Silver \$17,650,000

Reserve Liability... \$32,850,000  
Proprietors... \$15,000,000

COURT OF DIRECTORS.  
Hon. Mr. D. Landale—Chairman.  
W. J. Pattenden, Esq.—Deputy Chairman.  
S. H. Dodwell, Esq.  
G. T. M. Edkins, Esq.  
C. S. Gubbay, Esq.  
P. H. Holyoak, Esq.  
J. A. Plummer, Esq.  
Hon. Mr. E. Shellim.

CHIEF MANAGER: Hong Kong—N. J. Stabb  
ACTING MANAGER: Shanghai—J. D. Smart.  
London Bankers—London County and Westminster Limited.

Hong Kong—Interest Allowed: On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS.  
For 3 months, 2 1/2 per cent. per annum.  
For 6 months, 3 1/2 per cent. per annum.  
For 12 months, 4 per cent. per annum.

A. G. STEPHEN, Acting Chief Manager.

## HONGKONG SAVINGS BANK

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.  
INTEREST on deposits is allowed on the minimum monthly balances at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the Hong Kong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the Hong Kong and Shanghai Banking Corporation, A. G. STEPHEN, Acting Chief Manager.

## DEUTSCH ASIATISCHE BANK.

Capital Fully Paid-up... Sh. Tael 7,500,000

Head Office.—Shanghai.  
Board of Directors—Berlin.  
Branches: Berlin, Calcutta, Canton, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tsinanfu, Tientsin, Yokohama.

LONDON BANKERS: Messrs. N. M. Rothschild & Sons, The Union of London and Smith's Bank, Limited.

Deutsche Bank (Berlin), London Agency.  
Direction der Disconto Gesellschaft.  
Dresdner Bank.

INTEREST allowed on Current Accounts. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

MAX GUTSCHK, Manager.  
Hong Kong, 9th Oct. 1911.

## THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital... £1,500,000

Subscribed... 1,125,000  
Paid Up... 582,500  
Reserve Fund... 465,000

BANKERS: Bank of England, London Joint Stock Bank, Limited.

Every description of Exchange business transacted.  
Interest allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON, Manager.

THE ALEXANDRA CASH CANNOT BE HADEN. It is a daily paper for the Chinese, Cantonese, and other Chinese and English.

## EXCHANGE

## Selling

T/T... 1/10 1/4  
Demand... 1/10 5/16  
30 d/s... 1/10 3/4  
60 d/s... 1/10 7/16  
4 m/s... 1/10 1/2

D/D Shanghai... 75  
Private 30 d/s sight  
D/D Singapore... 79 1/2  
D/D Japan... 90 3/4  
T/T India... 139  
Demand India... 139  
T/T Bombay... 139  
Demand Bombay... 139  
T/T Calcutta... 139  
Demand Calcutta... 139  
Demand Manila... 91  
T/T San Francisco & N.Y.  
Demand, New York 45 1/4  
D/D Java... 112 1/4

Subsidiary Coins.  
Discount per \$100:  
Chinese... 20 cts. pieces \$11  
Chinese... 10... \$12  
Hong Kong 20... \$ 7 1/2  
Hong Kong 10... \$ 8 1/4

Opium Quotations.  
July 17  
Malwa, New... \$3,300 per p.  
Malwa, Old... \$3,300  
Patna, New... 9,325 per che  
Patna, Old... 9,100  
Benares, New... 9,050  
Benares, Old... 8,825

TO-DAY'S SHARE REPORT.  
S-SELLERS SA-SALEES B-BUYERS N-NOMINAL

STOCKS & PAID UP VALU. CLOSING PRICES. LAST DIVIDEND AND RATE.

Hong Kong & Shanghai \$125 { \$85 1/2 Nominal } £2 & 5/- bat ex 1/11 3/16 equal to \$23.29 for 1/2 year ending 31/12/13

MARINE INSURANCES.  
Cantons \$50 317 1/2  
North China \$5 T142

Unions \$100 775  
Yangtzes \$50 194

FIRE INSURANCES.  
China Fires \$20 155  
Hong Kong Fires \$50 398

CHINA & MANILA SHIPPING.  
Douglas Steamship \$50 331  
Steamboats \$15 27 1/2

Indo-China (Preferred) \$25 56  
(Deferred) \$25 56

"Shell" Transports \$1 { 80/- } £11  
"Star Ferry" \$10 46

REFINERIES.  
China Sugars \$100 77 1/2  
Luzon Sugars \$100 328

MINING.  
Chinese Engineerings \$137 1/2  
Tronohs \$1 26 3/4  
Raub \$1 3

DOCKS, WHARVES, & GODOWNS.  
Kowloon Wharves \$50 85 1/2  
H.K. & W'poo Docks \$50 63

Shanghai Docks T. 100 T. 55  
Hongkong Wharves T. 100 T. 91  
LANDS, HOTELS & BUILDINGS.  
Anglo-French Lands T. 100 T. 94  
H'kong Central E'tes T. 100 T. 103

Hongkong Hotels \$50 128  
Hongkong Lands \$100 116

Humphreys Estates \$10 67 1/2  
Kowloon Lands \$30 84  
Shanghai Lands T. 30 T. 92

West Point \$50 71  
Manila M'pole Hotel P. 10 P. 8

COTTON MILLS.  
Ewos T. 50 T. 137  
Shanghai Cottons T. 123

Laou Kung Mow T. 84  
Kung Yik T. 12 1/4

Hongkong Cottons \$10 77 1/2  
MISCELLANEOUS.  
China-Borneos \$12 11  
Light and Powers \$10 44.90

Do. (Spec. shares) \$1 84  
China Providents \$10 38  
Dairy Farms \$6 36.60  
Green Islands \$10 43  
Hongkong Electrics \$10 42.15  
Hongkong Lees \$25 25  
Hongkong Ropes \$10 25

Langkats g. 10 T. 48  
Morning Post \$25 320  
Peak Tramway \$10 10

Do. (new) \$1 90 cts.  
Hongkong Electric Trams \$11 1/6

Philippines \$10 25  
H. Price & Co., Ltd. \$10 25

Societe des Ferries \$50 20  
Pulpaet \$50 20  
Papeteries paid up \$50 2000  
du Tonkin Benef. T. 150

Shanghai-Sumatra T. 20  
Steam Laundry \$5 5  
United Asbestos Oriental Agency, Ltd. \$10 30 1/2

United Asbestos Founders Shares \$10 300  
Union Waterboat \$10 18 1/2

Welmann, Ltd. \$10 30  
Watson \$10 37 1/2  
William Powell, Ltd. \$10 38 1/2

No dividend this year 35 cts. for year end g \$15.14  
20 per cent. per ordinary share for year ended 31/5/12

\$1.25 per share for year ending 31/12/1913  
45 per cent. for year ending 31/7/11  
70 cents for 1913  
50 cts. year ending 31/3/13

Final of 6d. making 7 1/2 per share for 1913.  
None.  
\$1.50 for 1910

None.  
No dividend this year 35 cts. for year end g \$15.14  
20 per cent. per ordinary share for year ended 31/5/12



